

# Bill 25 (2019), CD2 Testimony

**MISC. COM. 263**



## **HAWAII LABORERS-EMPLOYERS COOPERATION AND EDUCATION TRUST**

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**May 15, 2020**

### **HONOLULU CITY COUNCIL**

**City Council Chamber**

**Honolulu, Hawaii 96813**

**DATE: Wednesday, May 20, 2020**

**TIME: 11:00 a.m.**

### **TESTIMONY ON BILL NO. 25 (2019) CD2, Proposed FD1 – Relating to the Adoption of the State Energy Code**

**To Council Chair Anderson, Vice Chair Kobayashi and members of the Honolulu City Council:**

Hawaii LECET is a labor-management partnership between the Hawaii Laborers' International Union of North America, Local 368, its' 5000+ members and its' 250+ unionized contractors. The Laborers' International Union of North America is the largest construction union in the United States.

Mahalo for the opportunity to testify. Hawaii LECET supports the intent of Bill No. 25 CD2, FD1 as proposed by Councilmember Menor, as well as other versions of Bill 25 that include masonry and concrete wall updates in the building code. The sustainability and safety benefits of mass wall construction are recognized in the latest versions of the State Building Codes and including these changes will create codes that are tailored to Hawaii's unique climate, resulting in greater energy efficiency, fire safety and cost savings.

In addition, Hawaii LECET hopes the City Council will be able to address concerns about other proposals included in Bill 25 that would increase the cost of construction and affordable housing.

With respect,

Hawaii Laborers-Employers Cooperation & Education Trust

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**From:** CLK Council Info  
**Sent:** Friday, May 15, 2020 7:00 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name	Samantha Steenhuis
Phone	8087790220
Email	steensam000@gmail.com
Meeting Date	05-20-2020
Council/PH Committee	Council
Agenda Item	Bill 25
Your position on the matter	Support
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	We live on an island. The most important thing is to take care of it and make sure that we are living as sustainable as we can. This bill would help support the vision for a better, cleaner Oahu. Electric vehicles and solar power are the future! We can be the example for other states by passing this bill.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Sunday, May 17, 2020 5:51 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name	Michael Lewis
Phone	8475292126
Email	michaelandrew1231@gmail.com
Meeting Date	05-20-2020
Council/PH Committee	Council
Agenda Item	Bill 25
Your position on the matter	Support
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	I support this bill as it will help save energy, the environment, and money in the long run. It is much more cost effective to do this now. By not doing this now we are just pushing a much higher cost to our children and future residents.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

# Speaker Registration/Testimony

Name Dyson Chee  
 Phone 8084627570  
 Email cheedyson@gmail.com  
 Meeting Date 05-20-2020  
 Council/PH Committee Zoning  
 Agenda Item Bill 25 FD1 Menor  
 Your position on the matter Support  
 Representing Organization  
 Organization Hawaii Youth Climate Coalition  
 Do you wish to speak at the hearing? No

Aloha Chair Anderson, Vice-Chair Kobayashi, and honorable Council Members,

Written  
Testimony

My name is Dyson Chee and I am an 18 year old high schooler living in Ala Moana testifying in strong support of Bill 25. I am also testifying on behalf of Hawaii Youth Climate Coalition, a youth led, youth founded organization that deals with our climate crisis. It is imperative that we take solid action to tackle our climate crisis, and mandating that residential and commercial buildings have solar water heating and 25% EV readiness will be critical to reducing our addiction to fossil fuels. As a teen who will be moving out of my parent's house in the not-so-distant future, it would be amazing to move into a home where the solar water heating is already provided, rather than having to get rid of the gas heating and then switch to solar water heating. Yet, this dream has not come to fruition yet, despite state legislation that intended to make that dream a reality. We cannot choose convenience and immediate cost over the long-term well-being of the people and the planet. I urge you to pass Bill 25, for the sake of the keiki of Hawaii.

Sincerely,  
Dyson Chee

Testimony  
 Attachment  
 Accept Terms  
 and 1  
 Agreement

IP: 192.168.200.67

# Speaker Registration/Testimony

Name Paul Bernstein  
 Phone 8083737161  
 Email Paulbernstein2004@yahoo.com  
 Meeting Date 05-20-2020  
 Council/PH Committee Zoning  
 Agenda Item CR-96  
 Your position on the matter Support  
 Representing Self  
 Organization UH  
 Do you wish to speak at the hearing? No

May 15, 2020

Aloha Honolulu City Council Members,

I am testifying in strong support of Bill 25 (2019) CD2, specifically the Administration's FD1 version which was submitted by Councilmember Elefante. This bill helps to correct market failures related to energy costs by lowering the overall cost of providing energy for heating water and powering vehicles.

Written  
Testimony

Economists have long recognized the principal-agent problem that constrains incentives for energy-efficiency investments by either landlords or tenants in renter-occupied properties and the need for energy efficiency standards and incentives for purchasing energy efficient technologies to overcome this market failure. That is, there are instances that regulators should invoke energy efficiency standards to effect a more efficient market outcome that improves the wellbeing of society. Bill 25 addresses this issue both in the area of EV charging infrastructure and water heating.

Regarding EV charging infrastructure, Council Member Elefante's FD1 strikes a fair balance between adding costs to new buildings and the need for Honolulu to reduce its greenhouse gas emissions. The Council Member and the Office of Climate Change, Sustainability and Resiliency (CCSR) are to be commended for going to great lengths to engage a wide array of stakeholders with differing views so as to arrive at this good compromise.

Regarding hot water heating, the Bill's requirement for the installation of solar hot water (SHW) heaters would result in savings of up to \$8,600 per household over the expected life of the equipment compared to a standard grid resistance water heater.

As Joseph Boivin, the former executive VP of the Gas Company, testified: "[Solar water heating] may be a little more expensive upfront as compared to installing a gas

water heater, but after a few years the hot water is free. Despite the claims, the economics do not in any way favor the ongoing use of gas energy over the sun.”

Thus a building with solar water heating will be less expensive in the long run, meaning lower total costs to homeowners and renters. In addition, much of the money spent for gas water heating flows out of the state to the providers of fuel (whether crude oil or LNG if were to ever be imported) and to the executives of the parent company of the Gas Company. This flow of funds contrasts to the paying local workers to install solar hot water systems.

Mahalo for the opportunity to submit testimony in support Bill 25 (2019). In order for the City to cost-effectively meet its emission reductions goals, I urge you to support Council Member Elefante’s version FD1 of the Bill.

Kind regards,  
Paul Bernstein, PhD

Testimony  
Attachment  
Accept Terms and Agreement <sup>1</sup>

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Monday, May 18, 2020 9:22 AM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name	Robert Pearsall
Phone	5103874670
Email	replaw2011@gmail.com
Meeting Date	05-20-2020
Council/PH Committee	Council
Agenda Item	Bill 25, FD1
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	Please see attached testimony.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67



# Speaker Registration/Testimony

Name Jaymen Laupola  
 Phone 8083939246  
 Email jmenloa@gmail.com  
 Meeting Date 05-20-2020  
 Council/PH Committee Zoning  
 Agenda Item CR-96  
 Your position on the matter Support  
 Representing Self  
 Organization  
 Do you wish to speak at the hearing? No

My name is Jaymen Laupola and I live in Makiki. I was born and raised on Oahu and went to university in Hilo.

Written  
Testimony

I believe the current COVID-19 pandemic is a forecast of the climate change crisis if we do not take preventative measures. A wide array of action and policy making against climate change will be needed to spare us the difficulties being experienced under COVID-19 (unemployment, civil unrest, logistics) due to a lack of such action.

Bill 25 and mandating EV stalls in new development is a step in the right direction.

Thank you for allowing me to share my support for this bill.

Testimony  
Attachment

Accept Terms  
and Agreement

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IP: 192.168.200.67



May 18, 2020

Bill 25 (2019), CD2, FD1: Energy Code Update

Re: Hawaii City and County of Honolulu Bill 25 (2019), CD2, FD1: Introduction of EV Readiness  
Dear Chair Anderson, Vice Chair Kobayashi, and members of the Council.

Thank you for your continued attention on Bill 25 (2019), CD2, FD1 and related support. Forth **strongly supports** the Bill 25 Energy Code Update to help Hawaii's journey towards 100% clean energy. Forth is a nonprofit partner to the City of Honolulu for the Bloomberg American Cities Climate Challenge with a mission to promote and support the advancement of electric mobility.

Bill 25 directly supports the Administration's commitment to transform all ground transportation to renewable fuels by 2035. It also resonates with the latest version of the International Energy Conservation Code (IECC); which is what Hawaii's state energy code is based on. Access to convenient charging is a key factor in consumers' decisions to purchase an electric vehicle (EV), according to the International Energy Agency Global EV Outlook 2017. It is paramount to create a conducive environment for EV adoption by putting the EV charging infrastructure in place. Furthermore, the International Code Council (ICC) has just passed an amendment to its IECC to include requirements for 20% of EV-Capable infrastructure in Multi-Unit Dwellings and Commercial Buildings.

Bill 25 is a great example of prudent and thoughtful leadership on EV facilitation that takes equity, future-proofing, and best practices into consideration. In comparison to the 20% EV-Capable of the latest IECC, the 25% EV-Ready requirement of Bill 25 is a reasonable advancement in requirement. The proposed bill offers a flexible points system entertaining other technology options, it offers a wide range of options that will accommodate more buildings. The bill's language demonstrates the requirement is taking into account of both today's reality and the future trend of the island.

Forth's experience has been that addressing and planning for electric transportation early can lead to an acceleration in the implementation of electric vehicle charging infrastructure and EV ownership. Costs for such efforts, according to our partners in the building and trade sectors, can be de minimis and should not detract from the overall benefits from such action. Best practices such as these are being implemented around the country and stand out as one of the easiest ways to support a long-term transition to electric transportation.

If you have any questions about this engagement or Forth's role, please don't hesitate to reach out.

Best,

A handwritten signature in blue ink that reads "Zach Henkin".

Zach Henkin

Deputy Director, Forth

503.803.3036

2035 NW Front Ave, Portland, OR 97209

[forthmobility.org](http://forthmobility.org)

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**From:** CLK Council Info  
**Sent:** Monday, May 18, 2020 5:57 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name Tlaloc Tokuda  
Phone 8083250488  
Email tlalocct@hotmail.com  
Meeting Date 05-20-2020  
Council/PH Committee Council  
Agenda Item Bill 25 (2019), CD2, Proposed FD1  
Your position on the matter Support  
Representing Self  
Organization  
Do you wish to speak at the hearing? No

Written Testimony

Name Tlaloc Tokuda  
Phone 8083250486  
Email tlalocct@hotmail.com  
Meeting Date 03-18-2020  
Council/PH Council Committee  
Agenda Item Bill 25(2019), CD2, Proposed FDI  
Your position  
Support on the matter  
Representing Self  
Organization  
Do you wish to speak at the hearing? No

To: The Honolulu City Council  
From: Tlaloc Tokuda  
Date: Wednesday, March 18, 2020  
In strong support of Bill 25 (2019), CD2, FDI  
350Hawaii.org writes in strong support of Bill 25 (2019), CD2, FDI.  
I do not support the numerous concessions made to the building industry throughout this long process, especially the points-based electric vehicle readiness compliance path, which  
Written the sidesteps many the and EV varied readiness opportunities  
Oahu really a major needs. building And I code am saddened revision

offers to see to the combat Council the ignore Climate Testimony Crisis.

But FD 1 brings a welcome improvement to the EV-ready requirements in the bill.

Bill 25 has been before the Council and ZPH Committee for nine contentious months. No

stakeholder is happy with the entire bill, but it is a major step forward from the current City

energy code that will fight the Climate Crisis and save many people a good deal of money.

FD 1 makes two valuable concessions, albeit minor, to the overwhelming majority of

stakeholders who are concerned about the Climate Crisis instead of short-term profit. In item

20, it reinstates the 10% EV-readiness requirement for affordable housing (100% Area

Median Income or below), and it improves some values in the EV-readiness points-based compliance table.

A November poll showed that 82% of Oahu voters consider climate change to be a "very

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serious" problem or "somewhat serious," and are willing to act to combat it, both individually

and collectively. According to the poll, 1, of those surveyed [1],

\* 81% favor updating building codes to require new homes to have solar water heaters, and to

be read to charge electric vehicles. If that means added upfront costs to home builders while

lowering utility bills to the homeowner in the long run, 74% still supported doing so.

\* 50% would be likely to change their car to a hybrid or electric vehicle; two-thirds said

they'd be likely to install solar hot water or a rooftop photovoltaic system.

\* The pollster said Oahu residents do not blame other places for climate change, and believe it

can be solved. "They were basically like, 'tell me what to do, I'm ready to go,'" she said. And

she said the poll clearly showed that Oahu residents are not expecting climate change effects--

they are experiencing them right now.

The Natural Resources Defense Council estimates that Bill 25's energy efficiency

requirements will cost developers only an additional \$750 to \$3,200, less than 0.5% of a new

home price. With \$50 monthly savings on energy bills, homeowners and renters will recoup

all of that quickly and save a great deal more in the following years [2].

Bill 25 began over a year ago as a compromise among stakeholders.

Each time it has come up in a hearing, its proposed amendments have favored the building groups more and more and more.

- \* EV-ready requirements for retail establishments were lowered from 25% of parking stalls to 20%.

- \* EV-ready requirements for housing built for families earning over 100% and up to 140% Area Median Income (AMI) were also lowered from 25% of parking stalls to 20%.

- \* New housing built for families earning 100% AMI or less have been completely exempted from EV-ready parking stalls.

- \* 32-amp wiring in the EV-ready specifications for townhomes with enclosed attached garages has changed to 16-amp, doubling charging times for many EV owners.

- \* A point system for EV-readiness was added, allowing fewer charging stations.

In contrast, environmental groups have received two small concessions:

- \* New roofs must be "solar-ready," meaning adding a few yards of conduit and wiring.

- \* The requirement for Level 1 EV charging in residential and multi-unit buildings was changed to Level 2. This necessity was so obvious to all stakeholders that it barely counts as a concession.

Every month brings a new record un-natural catastrophe: hurricanes, heat waves, rain bombs, floods, wildfires, droughts. On February 16, a "bomb cyclone" caused 100-foot waves. In

Britain. Are these honors less important than the profit of a few construction companies?

Someday soon, Honolulu will be slammed by a devastating hurricane, and the importance of action will be undeniable. But it will be too late to have helped avoid it.

Please pass Bill 25 (2019), CD2, FD1 today. Then write some serious legislation that takes real, concrete action that will make a major difference in avoiding climate breakdown.

Government officials all over the world, at every level, think, "Well, we can't fix climate change by ourselves." And sure enough, every government official all over the world, at every level, is not fixing climate change. But someone needs to pitch in. Hawaii needs to pitch in.

[I] <https://www.civilbeat.org/2019/11/poll-oahu-voters-wan~actiononclimatech~ge/>

[2] <https://www.staradvertiser.com/2020/02/17/editorial/island-voices/column1~.bill25>  
Provisions-would-be-affordable-for-builders&buyers/  
Mahalo for your consideration

2

Tialoc Tokuda  
73-4599 Kukui St,  
Kailua Kona, HI 96740

Testimony

Attachment

Accept Terms 1  
and Agreement

Testimony

Attachment

Accept Terms  
and Agreement 1

IP: 192.168.200.67



**CITY COUNCIL**  
**City and County of Honolulu**  
May 20, 2020, 11:00 A.M.  
**(Testimony is 12 pages long)**

**TESTIMONY IN SUPPORT OF BILL 25 (2019) CD2, WITH SUGGESTED AMENDMENTS**  
**Relating to the adoption of the State Energy Conservation Code**

Chair Anderson, Vice Chair Kobayashi, and Members of the City Council:

Blue Planet Foundation supports Bill 25 (2019) CD2, a measure to modernize the City & County of Honolulu's (Honolulu's) building energy code. We are disappointed, however, that the current and proposed (FD1) measures fall well short of what is needed to address our climate challenge and ensure long-term affordability for all Honolulu residents.

The proposed bill adopts a revised version of the Hawai'i Energy Code for Honolulu to increase occupant health and comfort and reduce energy use. The proposed code revision reflects broad changes in technology, building materials, and best practices, while considering Honolulu's unique island and building environment.

We understand, however, that the updated Hawai'i Energy Code is already in effect for Honolulu pursuant to HRS §107-28. Nonetheless, Bill 25 CD2 would codify these changes, albeit with some amendments that result in a loss of savings and increased carbon emissions as compared with the current Hawai'i Energy Code. It does contain some improvements, however—hence our support.

Blue Planet is disappointed that the CD2 version of Bill 25 weakens many of the original energy efficiency and clean mobility provisions in the original draft of the measure. We **do not** support the following amendments in the CD2:

1. Establishing an alternative "points" system for compliance with the 25% EV charger readiness requirements;
2. Reducing the EV charger readiness requirements for retail establishments;
3. Reducing the EV charger readiness requirements for housing units in the 80 percent to 140 percent of the area median income for Honolulu;
4. Exempting production homes from the requirement that a ceiling fan or whole house fan is provided for bedrooms and the largest space that is not used as bedroom; and
5. Eliminating the specific county requirement for a solar water heater, heat pump, or smart water heater in new single-family homes.

We fear the proposed amendments in the proposed CD2 will result in a loss of energy savings for Hawai'i residents while missing opportunities to reduce our island's carbon emissions.

Further, Blue Planet has reviewed FD1 version proposed by Councilmember Elefante. We **support** the amendment to ensure that at least 10% of new parking stalls comply with the EV charger ready standard (or “points system” equivalent) for affordable housing developments at or below 100 percent of the area median income.

We **do not**, however, support the amendment in the proposed FD1 which further weakens the EV charger ready requirement by revising the “points system” to allow for compliance with fewer EV chargers and EV ready stalls than the CD2 draft.

Blue Planet has also reviewed the FD1 version proposed by Councilmember Menor. We **support** the proposed amendments clarifying the proposed minimum amperage for Level 2 charging and the clarification regarding a dedicated EV receptacle in each enclosed attached garage. We **do not** support the other proposed amendments in this proposed FD1 which further weaken the energy-saving standards in this measure.

In this testimony we will explain some of these key changes, show how the CD2 compares with the original draft of Bill 25 along a spectrum of options, and offer proposed amendments to increase energy savings and help “future-proof” new buildings to ensure the lowest-cost transition to clean mobility.

## **Basis for Blue Planet Foundation’s position**

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Blue Planet Foundation is a Hawai’i-based nonprofit organization. We work to clear the path for local, clean, renewable power. Through our advocacy for clean energy adoption, we seek to make our communities stronger, our energy more secure, our environment healthier, and our economy more robust. We appreciate Honolulu’s growing leadership on clean energy issues.

Over the course of the past year of conversation on Bill 25, four things have shifted that shape our thinking on this proposal:

1. **The climate crisis has grown.** Over the past half year we have increasingly experienced the consequences of climate change—a direct result of our continued use of fossil fuels. Australia has experienced devastating fires earlier this year, killing upwards of 1.5 billion animals and causing immeasurable damage. Hawai’i tied or broke over 270 high temperatures in 2019, and the waters surrounding the islands experienced record high temperatures. We are running out of time to aggressively act to reduce fossil fuel use globally.
2. **Fossil natural gas is being banned throughout the country.** An increasing number of cities across the country are banning natural gas for new buildings because of its threat to climate and health. Berkeley, California, was the first, followed in the state by San Jose, Mountain View, Santa Rosa and Brisbane. On the East Coast, Brookline, Massachusetts, last November became the first city in the state to ban new gas



hookups. Dozens of other cities, from Cambridge and Newton in Massachusetts to Seattle, are considering similar bans. On the mainland, natural gas is now responsible for more climate-heating emissions than coal is. Globally, fossil gas is the fastest-growing source of climate change emissions, according to study published in Environmental Research Letters in December 2019.<sup>1</sup>

3. **The COVID pandemic and accompanying economic crisis have amplified the need to both drive down the cost of living while creating new opportunities for work.** Strong building energy codes—including broad EV ready provisions—accomplish both of these goals. Investments in energy efficiency typically pay for themselves many times over. By requiring the highest levels of efficiency, homeowners and renters in Hawai'i can enjoy a lower monthly cost of living—even when the initial investment is added to the mortgage or rent. Further, energy efficiency upgrades and electrical upgrades for EV readiness require labor—construction trades, electrical trades, specialists, etc. In essence, strong building energy codes swap paying for electricity (most of which is from imported fossil fuel) to paying for local jobs. Conversely, a weaker energy code means less expenditures for local jobs and more expenditures for imported fuels and carbon pollution. The COVID crisis requires a systemic approach—we must improve our island's macroeconomic balance sheet, and leveraging energy efficiency to drive down the cost of living while increasing local job opportunities is a potent tool to accomplish that.
4. **The upcoming version of the international building energy code calls for 20% EV ready parking.** The International Code Council (the organization which develops the model code for cities and states to adopt) recently approved the inclusion of EV charger ready requirements in their 2021 building energy code.<sup>2</sup> This new provision by the fairly conservative International Code Council acknowledges the growing recognition that the future of transportation is electric, and substantially cost savings can be realized by preparing for EV chargers while buildings are under construction.

The Council has an opportunity to adopt a modernized building energy code for O'ahu that reflects our need to seriously address the climate crisis while ensuring long-term affordability for residents and businesses. An amended Bill 25, **as proposed in this testimony**, would do just that.

## **Energy efficiency is foundational for affordability & climate security**

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Energy efficiency is the most cost-effective energy resource available in the state, costing a fraction of fossil fuel-powered electricity.<sup>3</sup> The anticipated energy savings arising from the 2015

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<sup>1</sup> R B Jackson, et al. 2019. Environmental Research Letters. 14, 121001

<sup>2</sup> See <https://qz.com/1781774/new-us-building-codes-require-plugs-for-electric-cars/>

<sup>3</sup> Energy savings delivered by the state's Hawai'i Energy program in 2016 cost 2.06 cents per kWh. See *Hawaii Energy 2014 Annual Report*, available at

IECC (International Energy Conservation Code) were tabulated in a May 2016 Report prepared for the Department of Business, Economic Development & Tourism ("DBEDT").<sup>4</sup> When translated into dollars, the billions in savings plainly illustrate the enormous benefit of the proposed amendments.

Statewide Savings	2016	2026	2030	2036
MWh	12,962	1,083,590	1,991,059	4,702,738
\$	\$4,000,000	\$337,000,000	\$619,000,000	\$1,463,000,000

(Note: energy cost savings calculated here utilize the average retail cost of electricity over the period 2011 – 2016.<sup>5</sup>)

Extrapolating the savings for O'ahu based on the percentage of energy used on the island versus statewide energy use, **the estimated 20-year savings for O'ahu is over \$971 million under the proposed building energy code revisions (approximately \$318 million in residential energy savings and \$653 million in commercial energy savings).**

The substantial savings resulting from reduced energy use dwarf the associated costs. In its February 2016 report, the Pacific Northwest National Laboratory stated: "The 2015 IECC provides cost-effective savings for residential buildings in Hawai'i. Moving to the 2015 IECC from the 2006 IECC base code is cost-effective for residential buildings in all climate zones in Hawai'i."<sup>6</sup> Moreover, we understand that this cost-effectiveness may be *even higher* for many residential buildings in Hawai'i, where immediate cost savings can be obtained via lower construction costs *and* lower energy costs by utilizing the particularly important portions of the code applicable to the tropical zone. In such instances, the "payback" period would be immediate.

The original Bill 25 updated Hawai'i's 14-year-old building energy code with the International Energy Conservation Code's (IECC) 2015 model code (which is now in effect for O'ahu). Bill 25, however, relaxed some requirements in the IECC 2015 code regarding insulation and efficiency testing. Since the adoption of the IECC 2015 code at the state level in 2017, an updated code (IECC 2018)—with more stringent energy saving measures—has been released. What's more, an even newer code (IECC 2021) code is currently being finalized. The Bill 25 CD2 version contains additional exemptions from the original proposal (including the elimination of ceiling fans for production builders), resulting in increased energy costs for homes and buildings.

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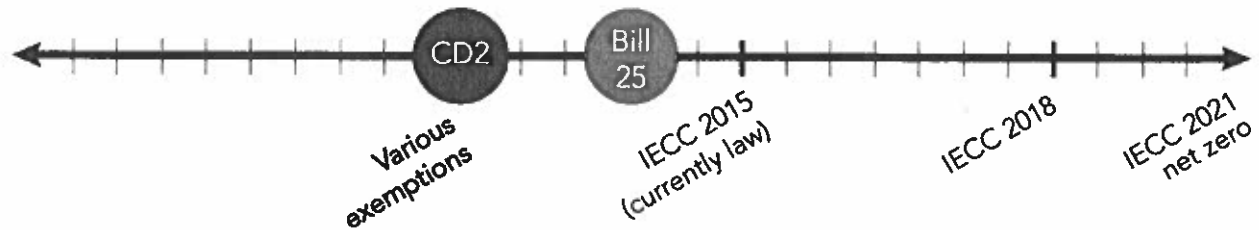
[https://hawaiienergy.com/images/resources/ProgramYear2016\\_AnnualReport.pdf](https://hawaiienergy.com/images/resources/ProgramYear2016_AnnualReport.pdf). Even with today's relatively low oil prices, electricity from oil-fired power plants costs around seven times more. See *DBEDT Monthly Energy Trends*, available at <http://dbedt.hawaii.gov/economic/energy-trends-2/>.

<sup>4</sup> See The Cadmus Group, Inc., *Energy Savings Forecast for the 2015 Int'l Energy Cons. Code with Haw. Amendments* (prep'd for DBEDT, May 2016), available at <https://energy.hawaii.gov/wp-content/uploads/2016/07/Energy-Savings-Forecast.pdf>.

<sup>5</sup> See DBEDT Monthly Energy Trends.

<sup>6</sup> Pac. Northwest Nat'l Lab., *Cost-Effectiveness Analysis of the Residential Provisions of the 2015 IECC for Hawaii* (prep'd for the U.S. Dept. of Energy by, Feb. 2016), available at [https://www.energycodes.gov/sites/default/files/documents/HawaiiResidentialCostEffectiveness\\_2015.pdf](https://www.energycodes.gov/sites/default/files/documents/HawaiiResidentialCostEffectiveness_2015.pdf)

The following shows roughly how the CD2 version compares with the original Bill 25, the existing law, and forthcoming building energy codes.



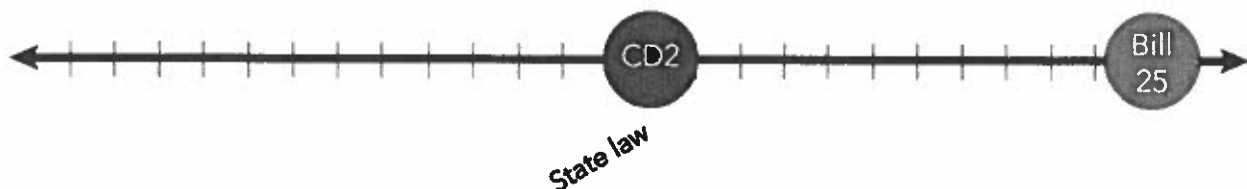
### SUGGESTED AMENDMENT

Blue Planet respectfully requests that the Council revert back to the original language in Bill 25 regarding building energy efficiency requirements, including the requirements for testing, insulation, and the inclusion of ceiling fans or whole house fans for production homes.

### All new homes should have solar or high efficiency water heaters

Solar water heating is recognized as an incredibly efficient—and cost-saving—strategy for most homes. Since 2010, the state has required solar water heating in almost all new homes. But this law has a variance process for rare exceptions where solar just doesn't work. Unfortunately, this variance has been abused by developers, despite the legislature's clear intent that variances "will be rarely, if ever, exercised or granted." Consequently, nearly half of new homes proposed or being built today on O'ahu include fossil-fuel gas water heaters. Thousands of homes on the hot Ewa Plain of O'ahu are slated to be built with gas water heaters, locking future homeowners into higher energy costs over years of home ownership. Instead of being part of our clean energy future, these homes will contribute to climate change for decades into the future.

The original Bill 25 ensured that all new homes came equipped with solar water heaters (or another renewable source), or—if a renewable source wasn't cost effective—a water heater that works as a heat pump, a "smart" grid-interactive water heater, or a water heater that uses at least 90% renewable gas. ***This requirement was removed in the CD2 version of the measure.***



### SUGGESTED AMENDMENT

Blue Planet supports the original language in Bill 25 regarding water heaters for new single-family homes. That language states if a solar- or renewable-powered water heater does not

make sense economically—based upon a lifecycle cost-benefit analysis that incorporates the average residential utility bill and the cost of the new solar water heater system with a lifecycle that does not exceed fifteen years—then one of the following technologies advancing clean energy may be used instead:

*Heat pump water heater.* A heat pump uses electricity to move heat from one place to another (like a refrigerator operating in reverse) rather than generating its own heat like a traditional electric water heater. This makes heat pumps two to three times more efficient, according to the Department of Energy (DOE). Heat pumps can also work to help cool homes. According to the DOE, a heat pump water heater can save an O’ahu household of four people nearly \$1,000 per year on their electric bill.

*Grid-interactive water heater (GIWH).* A GIWH is a smart water heater that uses intelligent controls that are capable of interacting with and participating in utility load control or demand response programs. This allows the water heater to be an asset on the utility grid by smoothing out electricity usage and increasing the use of variable renewable energy. A local company, Shifted Energy, has already deployed hundreds of GIWH systems across O’ahu.

*Renewable gas water heater.* A renewable gas water heater would heat water using no less than 90% renewable gas fuel. This could be natural gas or methane produced from renewable sources (such as biomass or methane from wastewater treatment plants or landfills), or hydrogen gas developed from renewable sources.

This amendment to the proposed building energy code update provides flexibility to developers while ensuring that future homes will be built with high-efficiency or renewable water heaters.

## **Preparing for inevitable electric mobility is cheaper now than later**

Blue Planet Foundation strongly supported the original “EV-ready” requirement for new commercial and multi-family residential construction in Bill 25. This is an important first step to lowering the overall cost of our transition to electrified transportation and make electric vehicles more accessible to O’ahu residents.

Electric vehicles (EV) are the fastest growing segment of new cars in Hawai‘i. Over roughly the past year (January 2019 – January 2020), EV registrations on O’ahu increased by 31%, while registrations of gasoline-powered vehicles grew only 1 percent.<sup>7</sup> We expect the number of registered EVs to grow substantially as new EV models with longer ranges and lower prices hit the market.

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<sup>7</sup> DBEDT Monthly Energy Trends, February 2020 (<http://dbedt.hawaii.gov/economic/energy-trends-2/>).

Electric vehicles will play an integral role in Hawai'i's clean energy future. While EVs that use the existing electricity grid to charge still use mostly fossil fuel, they use that fuel more effectively than burning fuel directly in a typical gasoline engine. This is why EVs are much less expensive to "fuel" per mile than their gasoline counterparts. Further, by using stored electrical energy, EVs can take advantage of intermittent solar, wind, and other clean energy resources. Most vehicles sit idle over 22 hours of the day, so they can become *de facto* energy storage devices if their batteries are plugged into the grid when they are not in use. With smart grid infrastructure in place, EVs become an essential component to electricity load and clean energy resource balancing—in addition to providing clean mobility solutions for Hawai'i residents.

Still, over 600,000 gasoline-powered vehicles are on O'ahu's roads—and from them comes nearly five million metric tons of climate-changing carbon pollution. What's worse, while O'ahu has made decent progress in reducing its carbon emissions from the electricity sector, emissions from ground transportation have been increasing in recent years.

The International Energy Agency has found that "the availability of chargers emerged as one of the key factors for contributing to the market penetration of EVs."<sup>8</sup> Unlike gasoline car owners, charging behavior for EV owners indicates that more than 80% of EV drivers charge their cars at home or at work.<sup>9</sup> In addition, a large share of the Honolulu's population lives in high density, multi-family residential buildings. The vast majority of parking facilities currently lack EV chargers. By ensuring that we are "future-proofing" new construction projects, this measure could be a critical step toward increasing electric vehicle charging options for those who don't have access to charging at home or at work.

Honolulu can expect more residents to choose EVs over gasoline vehicles as prices decrease. Battery costs have fallen precipitously over the past several years so that in many cases, the total cost of ownership for EVs is lower than for gasoline vehicles. Experts expect battery prices to continue to fall and as automakers increase the number of models and volume of EVs in the next few years, the upfront cost of EVs is expected to reach upfront cost parity with gasoline vehicles by 2024.<sup>10</sup> In part due to falling costs and increasing consumer demand, and in part due to government policies supporting EVs, nearly all of the world's leading automakers have announced aggressive strategies and investments in EVs during the past two years.

The most challenging aspect of EV charger installation is the common lack of electrical capacity and distributed subpanels to support broad deployment of charging infrastructure. **By choosing not to install the wiring and conduit upfront in new construction, developers are forcing tenants to pay for expensive retrofit costs to upgrade power capacity and wiring to their parking stalls.**

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<sup>8</sup> *Global EV Outlook 2017*, <https://www.iea.org/publications/freepublications/publication/GlobalEVO Outlook2017.pdf>.

<sup>9</sup> *Id.*

<sup>10</sup> See Bloomberg New Energy Finance, <https://bnef.turtl.co/story/evo2018>.

Studies have shown that **installing EV infrastructure at the time of construction can be 91% less expensive than post-construction retrofits**, and per stall installation costs can be reduced through economies of scale.<sup>11</sup> Vancouver, BC, found that the average cost of adding charging infrastructure during construction was as low as \$300 (CAD) per stall compared to an estimated \$3,300 for a later retrofit.

EV charger ready requirements don't require the installation of the actual EV charging infrastructure, they simply require that the power capacity and conduit be set up during construction, which dramatically reduces retrofit costs at the time of charger installation, creating cost savings downstream for residents and tenants.

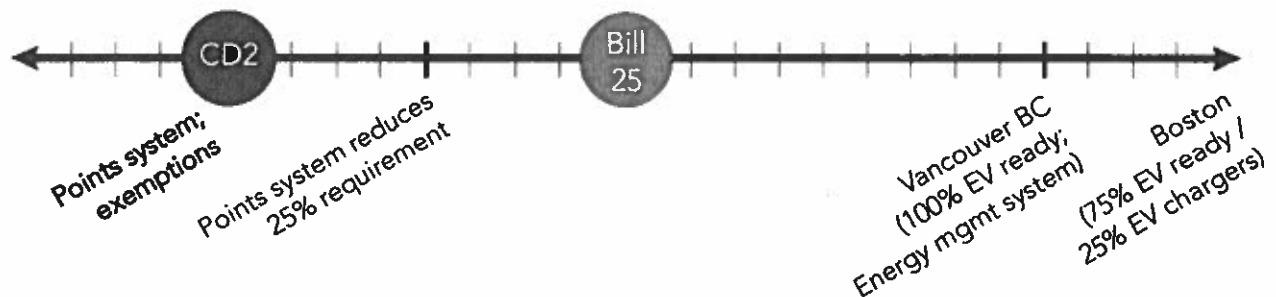
Cities around North America are adopting EV-ready requirements for commercial and residential new construction. Seattle, San Jose, Atlanta, San Francisco, and Oakland have adopted requirements for a certain percentage of stalls to be ready for Level 2 charging. Vancouver, British Columbia, now requires that 100% of new parking stalls be built ready for EV chargers. Honolulu—with the second highest adoption of EVs per capita nationwide—should implement a similar policy.

Electric vehicles are better for the environment and the economy and can help O'ahu reach its renewable energy and transportation goals. The time has come when Honolulu residents want to purchase electric vehicles but need convenient and affordable charging options. An EV-ready requirement will ensure that the EV charging infrastructure network necessary to support the influx of electric vehicles can be installed more efficiently and cost-effectively in new construction projects. It will provide new EV owners—particularly those that will live in new multi-family residential buildings—with the confidence that they will be able to access charging at home, at the workplace, and in public spaces.

The original Bill 25 set a standard for electric vehicle (EV) charger ready provisions (electrical panel capacity and wiring conduit) for 25% of new parking spaces in commercial, multi-family, and residential construction above a certain number of parking spaces. This was a modest proposal for new construction—cities across the nation are requiring an increasing percentage of EV charger ready parking. The city of Boston requires that 100% of new parking in certain areas be EV ready, with 25% of stalls having charging equipment already installed. Vancouver, BC, requires that 100% of stalls be wired for EV chargers, while allowing for an energy management system to control the overall electricity demand (and therefore reduce the upfront electrical capacity investment).

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<sup>11</sup> See <http://evchargingpros.com/wp-content/uploads/2017/04/City-of-SF-PEV-Infrastructure-Cost-Effectiveness-Report-2016.pdf>.



The CD2 creates an alternative “points system” whereby developers can reduce the number of EV ready stalls in any single development by installing EV ready equipment or chargers in common areas, or increasing the number of EV ready stalls or chargers in other projects. This approach will undoubtedly create complex enforcement issues across development projects and phases. Further, by allowing double and triple points for EV readiness or chargers in common areas, the management of charging will become incredibly difficult. Will residents be allowed to occupy all of the “visitor” parking to charge? Because of the challenges common area charging presents, Vancouver exempted visitor stalls from their 100% EV ready requirement. This “points system” sets an unusual precedent—no other state or city takes such a convoluted approach.

The FD1 version of Bill 25 reduces the EV charger requirements even further by allowing additional points for installing chargers or EV charger ready infrastructure in visitor stalls. By providing 50 points for DC fast charger, a developer can simply install a single charger per 200 parking stalls (instead of electrifying 50 parking stalls under the 25% requirement). Compare this outcome with a new building in Vancouver, where all of the stalls will be EV charger ready, enabling managed charging across a fleet of cars for the benefit of the vehicle owners—and potentially all electricity customers by providing a controllable, flexible load to the utility.

The IECC 2021 model code includes a 20% EV charger ready requirement (at Level 2, 240V/40A) for new commercial and residential construction. This new provision by the fairly conservative International Code Council acknowledges the growing recognition that the future of transportation is electric, there is value in having a fleet of vehicles plugged in to the electricity grid, and substantial cost savings can be realized by preparing for EV chargers while buildings are under construction. The CD2 also reduces the EV ready requirement to 16 amps instead of 32 amps for townhome and single-family dwellings—a deviation from the standard 40-amp requirement for Level 2 charging (even a clothes dryer is typically at 30 amps).

Finally, the CD2 exempts all “affordable” projects below the 100% Area Median Income from EV charger ready requirements. This only increases the future costs of residents in the low- to moderate income range when they adopt low-cost EVs in the future. The FD1 requires 10% of stalls comply.

## SUGGESTED AMENDMENTS

Blue Planet Foundation respectfully requests that Councilmembers consider two amendments to strengthen Bill 25 CD2 to better “future-proof” new multi-family homes and buildings in preparation for low-cost electric vehicle proliferation.

1. Blue Planet believes that Bill 25 should require that 100% of new parking stalls be EV charger ready, with a provision to allow an energy management system, similar to Vancouver, BC.
2. Second, Bill 25 should be amended to require 40A instead of 16A for the Level 2 EV charger ready requirements for enclosed attached garages. The Level 2 standard globally is 240V/40A.

With the rapid rate of change in the adoption of EVs, we expect that most new cars sold in Hawai'i will be electric or hybrid within a decade. Further, requiring a lower percentage (or using a “points system”) creates uncertainty about how the limited EV charger ready stalls will be allocated to future homeowners, tenants, or renters. Will those who would like to install an EV charger be able to access the one-in-four stalls that are EV-ready? This measure should reflect and anticipate the future where nearly all vehicles are zero emissions. This is particularly important given the slow pace of updating Honolulu's building energy code. Failure to do so will lead to unnecessary expense in retrofitting relatively recent buildings with what will soon be commonplace amenities.

This is also an issue of equity. It's likely that the initial group of individuals purchasing EVs will be more affluent than later adopters—this holds true for many innovations, as they are initially more expensive. They will be positioned to take advantage of the 25% (or however many) of stalls that are EV-ready. But what about later adopters who are less affluent? Any policy requiring less than 100% EV charger ready may have the effect of burdening these later EV adopters with the high costs of retrofitting to install EV infrastructure in already completed buildings. Simply requiring that all stalls are EV-ready avoids this potential inequity.

Requiring that all new parking stalls be EV-ready is not without precedent. Again, the city of Vancouver, BC, passed a law updating their four-year-old EV-ready requirement from 20% of new residential stalls to 100% of new stalls.<sup>12</sup> The law took effect January 1, 2019. Since 2014, existing requirements have resulted in 20,000 electric vehicle-ready stalls in buildings.<sup>13</sup> Other cities are considering similar 100% EV-ready policies.

To accomplish this, Blue Planet Foundation requests that the proposed language in Bill 25 CD2 relating to Subsection C406.8 should be modified as follows (underlined indicates additions, ~~strikethrough~~ indicates deletions):

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<sup>12</sup> See <https://vancouver.ca/streets-transportation/electric-vehicles.aspx>

<sup>13</sup> See <https://www.vancourier.com/news/city-council-boosts-electric-vehicle-infrastructure-1.23202750>



C406.8 Electric vehicle infrastructure. ~~All parking stalls in n~~New residential multi-unit buildings ~~that have eight or more parking stalls,~~ and new commercial buildings ~~that have twelve or more parking stalls,~~ shall be electric vehicle charger ready ~~for at least 25 percent of the parking stalls.~~ As used in this section, "electric vehicle charger ready" means that sufficient wire, conduit, electrical panel service capacity, overcurrent protection devices and suitable termination points are provided to connect to a charging station capable of providing simultaneously an AC Level 4 2 charge per ~~required parking stall for residential and multi-unit buildings.~~ ~~For commercial buildings, at least 25 percent of the parking stalls are required to be AC Level 2 charger ready.~~ Charge method electrical ratings are provided below:

CHARGE METHODS ELECTRICAL RATING

Charge Method	Normal Supply Voltage (Volts)	Maximum Current (Amps – Continuous)	Supply Power
AC Level 1	<del>120V AC, 1-Phase</del> 120V AC, 1-Phase	<del>12A</del> 16A	<del>120VAC/20A</del> (12-16A continuous)
AC Level 2	208 to 240V AC, 1-Phase	≤32-80A	208/240VAC/20-100A (1632-80A continuous)

Blue Planet Foundation welcomes the opportunity to work with the Council on identifying ways to make this EV-ready policy more acceptable to all stakeholders. Potential approaches to decreasing the potential burden of this proposed EV-ready policy (as amended) include:

1. **Phase-in period.** Increase the required percentage of stalls in phases (i.e. 25% of new stalls starting January 1, 2020; 50% starting January 1, 2021; 75% starting January 1, 2022; 100% starting January 1, 2023).
2. **Limit requirement.** For multi-family buildings, visitor parking could be excluded (Vancouver does not require visitor parking to be EV-ready).
3. **Allow the use of EV Energy Management Systems (EV EMS).** Providing the capability for every parking stall to charge an EV at Level 2 may lead to unnecessary expense in developing the building's electrical capacity (transformer, circuit capacity, etc.). In reality, all cars charging at once is an unlikely scenario, but engineers would need to design for that extreme possibility. In order to minimize the impact on builders and the utility grid, Vancouver's requirements allow the use of an EV EMS. Because most personal vehicles are parked for 8 to 10 hours per day at home, an EV EMS allows multiple vehicles to share a circuit. This significantly reduces construction costs and utility costs. In Vancouver's law, an EV EMS must ensure that every EV charging outlet receive at least 12kWh over an 8-hour period. This means that, even if a vehicle is plugged into every single outlet at once, all EVs will receive enough energy for the next

day (about 50 miles with today's EV technology, or about twice the average daily distance driven on O'ahu).

Blue Planet Foundation would be happy to provide draft language to the Council accomplish this and ensure that we have a smart EV-ready policy for new construction on O'ahu that maximizes the benefits of clean transportation and smart buildings for all.

## **Conclusion**

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Blue Planet sees strong alignment between our urgent needs to reduce our carbon emissions and increase the long-term affordability for all O'ahu residents. Bill 25 provides an opportunity to solidly address both. Unfortunately, the amendments made in the CD2 and the FD1 versions of Bill 25 reduce this measure's effectiveness, resulting in a building code that will cause more energy waste than the original draft and require expensive retrofitting for EV charging infrastructure after buildings are complete.

Again, the COVID pandemic and accompanying economic crisis have amplified the need to both drive down the cost of living while creating new opportunities for work. A revised Bill 25—as we've proposed here—would help accomplish that.

We urge the Council to consider Blue Planet Foundation's proposed amendments to strengthen Honolulu's building energy code, for our families and for our future.

Mahalo for your consideration and this opportunity to provide testimony.

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**From:** CLK Council Info  
**Sent:** Monday, May 18, 2020 10:34 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name Marisa Plemer  
Phone 8083392471  
Email Marisaplemer@gmail.com  
Meeting Date 05-20-2020  
Council/PH Committee Council  
Agenda Item Bill 25  
Your position on the matter Support  
Representing Self  
Organization  
Do you wish to speak at the hearing? No

Written Testimony I support Bill 25 because it will help residents afford costs of installing PV clean energy in new housing builds which benefits our health and environment. It also provides some EV availability.

Testimony Attachment  
Accept Terms and Agreement 1

IP: 192.168.200.67



Young Progressives Demanding Action  
P.O. Box 11105  
Honolulu, HI 96828

May 20, 2020  
11:00 AM

**TO: Members of the Honolulu City Council**  
**RE: Testimony in Support of Bill 25 (2019) CD2**

Aloha Chair Ikaika Anderson, Vice Chair Ann Kobayashi, Members of the Honolulu City Council,

My name is Jun Shin. I am a Sophomore at the University of Hawai'i at Mānoa. I currently serve as the Environmental Justice Action Committee Chair for the Young Progressives Demanding Action (YPDA). YPDA advocates for public policies that reflect the values of young people throughout the State of Hawai'i. One of those values is that everyone has a right to affordable and sustainable housing. YPDA is in **Support of Bill 25 (2019) CD2**, Relating to the Adoption of the State Energy Conservation Code.

Experts continue to come out with reports such as the Fourth National Climate Assessment and the United Nations Intergovernmental Panel on Climate Change (IPCC) reports discussing the existential threat of climate change, the negative impacts it will have on our society, economy, and our natural resources, while highlighting the need for immediate action by our leaders.

There is a lot of work that needs to be done to effectively combat climate change, but Bill 25 is a good step in the right direction. Solar energy heating our water, building at least 25% of infrastructure needed for EV (Electrical Vehicle) readiness so that more people can have the option of using electric vehicles, and just making sure O'ahu's buildings are efficient as possible in how it uses energy is an important step in helping us to reach our goal of 100% renewable energy.

As an organization whose membership and leadership consists of Millennials, Gen Z, and young professionals, we know that meaningful progress is when both working people and the environment thrive hand in hand in a state where families live paycheck to paycheck and young people are moving away because they can't afford a decent standard of living. Bill 25 makes steps toward helping working families while protecting our environment. Being efficient with energy usage, including using solar instead of gas to heat water will help in reducing monthly

electric bills, unloading at least some of the burden off of both those who either own or homes. However, YPDA thinks it's very unfortunate that EV-readiness for affordable housing (housing that is defined as 100% AMI or below) is not being included. We need to ensure that all people have access to clean transportation, and this would have been a big step toward accomplishing that goal.

Please protect Hawai'i, and work to preserve it for the benefit of future generations. We look forward to working with the City to take proper action on climate change. Young Progressives Demanding Action is in **Support of Bill 25 (2019) CD2**. Please lead the way for future policies, and other incorporation of climate resiliency into everyday decisions made by our government.

Mahalo for the opportunity to testify,

Jun Shin,  
Environmental Justice Action Committee Chair  
Young Progressives Demanding Action (YPDA)  
Cell: 808-255-6663  
Email: junshinbusiness729@gmail.com  
CC: action@ypdahawaii.org

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 7:01 AM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name	Lorenn Walker
Phone	808 218 3712
Email	lorenn@hawaiifreinds.org
Meeting Date	05-20-2020
Council/PH Committee	Council
Agenda Item	Bill 25
Your position on the matter	Support
Representing Organization	Organization Hawai'i Friends of Restorative Justice
Do you wish to speak at the hearing?	No
Written Testimony	Energy conservation and protecting our environment are not only public health issues, but also concern social justice. The effects of a poor environment affect all our citizens especially those with fewer resources. The C&C needs to do more to protect our environment including pass Bill 25.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 7:23 AM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

**Name** Sara Hoerlein  
**Phone** 7209877074  
**Email** sara.hoerlein@gmail.com  
**Meeting Date** 05-20-2020  
**Council/PH Committee** Council  
**Agenda Item** City's Energy Code update-Bill 25  
**Your position on the matter** Support  
**Representing Organization** Self  
**Do you wish to speak at the hearing?** No

**Written Testimony**

While I support Bill 25 and understand it will fight the Climate Crisis in some ways like saving people money, improving O'ahu's energy code, and most importantly modernizing some new construction requirements, I want to point out that the many concessions made to appease big money interests, lobbyists, and those that care more about making money than serving the public health and local economy undermine the Hawaiian spirit and the well-being of all of us. Hawaii needs to lead and modernize ahead of the curve when it comes to climate crisis mitigation. Something is better than nothing.

**Testimony Attachment**

**Accept Terms and Agreement** 1

IP: 192.168.200.67



**Written Statement of Elemental Excelerator  
before the Honolulu City Council  
May 18, 2020**

**In Consideration of Bill 25 CD 2 FD 1  
Relating to the Adoption of the State Energy Conservation Code**

**Aloha Chair Anderson and Members of the Honolulu City Council:**

Elemental Excelerator respectfully submits support for Bill 25 CD 2 FD 1, which regulates the design and construction of residential and commercial buildings for the effective use of energy through the adoption of the State Energy Conservation Code (2017), subject to local amendments by the City and County of Honolulu.

Elemental Excelerator is a Honolulu-based growth accelerator program founded and operating in Hawai'i. We have awarded over \$30 million to 99 companies resulting in over 50 demonstration projects in Hawai'i & Asia Pacific. Each year, we evaluate over 500 companies and look for innovative entrepreneurs from around the world to come to Hawai'i and find transformative solutions to help us achieve our 100% clean energy goals and solve our most pressing environmental problems. We select 15-20 companies annually that best fit our mission and fund each company up to \$1 million.

In April 2018, Elemental Excelerator commissioned a study entitled *Transcending Oil: Hawai'i's Path to a Clean Energy Economy*. The study found that in Hawai'i, transitioning to renewable energy is cheaper than sticking with oil. The faster we go, the cheaper it will be. As a policy recommendation, the study identified following through and enforcing current clean energy policies by fully funding and implementing building codes and standards. The report also found that "*Energy efficiency efforts increased over the past decade, led by Hawaii Energy's electric savings programs and a push to update building codes.*"<sup>[1]</sup>

**We support Bill 25 CD 2 FD 1 for the following reasons:**

1. **It is economically responsible:** According to a report by the National Institute of Building Sciences, for every \$1 invested in updating building codes, it yields an \$11 benefit. Updating building codes increase resiliency and mitigate potential costs that could come from natural disasters caused by climate change.<sup>[2]</sup>
2. **It opens up opportunities for innovation:** Updating our energy codes can address the rapid changes in technology that innovation has developed. In particular, the sections



that provide guidance on grid interactive water heaters and electric vehicle charging infrastructure support the deployment of commercial ready clean energy innovation. About 20% of Elemental Excelsior's 99 portfolio companies, such as Hawai'i grown company Pono Home and Shifted Energy, focus on building efficiency, demonstrating an increased opportunity to attract innovation with forward-thinking policies such as Bill 25.

3. **It supports economic recovery and addresses climate change:** The construction sector is essential for economic recovery post-COVID-19. It has potential to rapidly create jobs and reaches into value chains of small and large businesses. At the same time, the building sector presents a massive opportunity to respond to the climate crisis.

Mahalo for the opportunity to provide testimony.

Sincerely,



Tiffany Huynh  
Director of External Affairs

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[1] Larsen, J., Mohan, S., Herndon, W., Marsters, P., & Pitt, H. (2018, May 01). Transcending Oil: Hawaii's Path to a Clean Energy Economy, p.13 and 37, Retrieved from <https://rhq.com/research/transcending-oil-hawaiis-path-to-a-clean-energy-economy/>

[2] <https://www.nibs.org/news/432994/National-Institute-of-Building-Sciences-Issues-Interim-Report-on-the-Value-of-Mitigation-.htm>

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 8:44 AM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

**Name** David Leake  
**Phone** 8082474737  
**Email** dwleake@aol.com  
**Meeting Date** 05-20-2020  
**Council/PH Committee** Council  
**Agenda Item** Bill 25 (2019), CD2, Proposed FD1  
**Your position on the matter** Oppose  
**Representing Organization** Self  
**Do you wish to speak at the hearing?** No

**Written Testimony**

Regarding Bill 25, it is quite obvious that developers and building lobbyists continue to thoroughly dominate politics in Hawaii. They fight tooth and nail to oppose reasonable proposals to benefit the public and maintain their ability to avoid reasonable regulation. Hence Bill 25 has been watered down in at least five major ways.

For example, the EV-ready specifications for townhomes with enclosed attached garages was absurdly reduced from 32-amp wiring to 16-amp, which doubles the charging time. I live in such a townhome and paid hundreds of dollars to tap into the 220 volt line to the dryer so I wouldn't have to wait 20 hours or more for a full charge.

It would be better to let this latest version of Bill 25 die and wait for the new Council to be elected, hopefully with people more concerned with really responding to the negative impacts of climate change already happening to Hawaii TODAY.

**Testimony Attachment**  
**Accept Terms and Agreement**

1

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 6:28 AM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name Mark Nokes  
Phone 8089212265  
Email manokes@yahoo.com  
Meeting Date 05-20-2020  
Council/PH Council  
Committee  
Agenda Item CR-96  
Your position on the matter Support  
Representing Self  
Organization

Do you wish to speak at the hearing? No

Written Testimony Please pass Bill 25 (2019) which ensures a better future for Honolulu and its current and future residents by making new homes and infrastructure cleaner, healthier, and more affordable to operate.

Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67



Email: [communications@ulupono.com](mailto:communications@ulupono.com)

HONOLULU CITY COUNCIL SPECIAL MEETING  
Wednesday, May 20, 2020 — 11:00 a.m. — City Council Chamber

**Ulupono Initiative strongly supports Bill 25 (2019) CD 2 Proposed FD 1 (Submitted by Councilmember Elefante), Relating to the Adoption of the State Energy Conservation Code.**

Dear Chair Anderson and Members of the Council:

My name is Amy Hennessey, and I am the Senior Vice President of Communications & External Affairs of Ulupono Initiative. We are a Hawai'i-based impact investment firm that strives to improve our community's quality of life by working toward solutions that create more locally produced food; increase affordable clean, renewable energy and transportation options; and better manage freshwater and waste resources.

**Ulupono strongly supports Bill 25 (2019) CD 2 Proposed FD 1 (Submitted by Councilmember Elefante)** – which updates the City's Building Energy Conservation Code to help make our residential and commercial buildings more energy-efficient. It supports energy-efficient new homes, strengthens the solar water heating requirements, expands access to electric vehicle (EV) charging capacity, ensures solar power access for new homes, and promotes the use of super-efficient tropical building standards. Updates to the City's Building Energy Conservation Code can help achieve 33-65 percent more annual energy reductions in home buildings compared to current code requirements.

Of particular note, EVs are a critical part of our climate and transportation energy future:

- EVs provide immediate greenhouse gas (GHG) emissions reductions. EVs produce zero emissions at the tailpipe, and even when full lifecycle emissions (from manufacturing through disposal) are considered, EV emissions are approximately 50 percent lower than internal combustion engine vehicles. Here in Hawai'i, they become cleaner every year.
- EVs can alleviate Hawai'i's high cost of living. In one study, rural drivers in Hawai'i saved \$417 per year by switching from gasoline to electricity.
- EVs are prime for market acceleration from public support. We have more EVs per capita than any other state, except California, but declining availability of charging infrastructure. In 2015, there were 8 EVs for every public charging station in Hawai'i and, in 2018, there were 13 EVs per charger.

Requiring qualifying facilities to be "EV-ready" is smart future-proofing. Recently, the International Code Council (ICC) voted to update its building standards to include EV-ready provisions. The rationale was that the cost of retrofits is significantly more expensive than when installed upfront

*Investing in a Sustainable Hawai'i*

999 Bishop Street, Suite 1202 | Honolulu, Hawai'i 96813 ☎ 808.544.8960 📠 808.432.9695 | [www.ulupono.com](http://www.ulupono.com)

and such an upfront investment is a relatively small part of the total building cost. The ICC approval only validates the County's proposal and market need for EV-ready policies.

More importantly, EVs can lower the overall cost of living. A recent case study in San Francisco estimated the costs of EV-readiness at the time of construction to be less than \$1,000 per parking spot. Even if the costs were \$2,000 per spot, these additions would only increase the price of a condo by 0.5-0.7 percent. This equates to an increase in a typical 20 percent down payment by \$400 and a monthly mortgage (or related rent) by less than \$10 per month. In addition, EV drivers stand to save \$35 or more per month by driving electric. This policy enables residents to lower their overall cost of living rather than pricing Hawai'i families out of such benefits since the costs to retrofit can be exorbitantly expensive.

Given the current consideration of Bill 2, which would eliminate the minimum parking requirements altogether, we believe that such market flexibility combined with Bill 25 can more than substantiate cause to maintain the full EV-ready requirement for affordable housing. A structured parking space costs more than \$45,000 to build, so eliminating unneeded parking can have a material impact on developing new housing and more than make up for the relatively small cost of EV-readiness.

Given that, we still have concerns around the EV-readiness proposal, specifically:

- 1) the aggregation of points across multiple projects and phases, and
- 2) the elimination of any EV-readiness for area median incomes (AMIs) of 100% or less

This structure can easily create the unintended consequence of disproportionately allocating EV-readiness to higher-end, luxury projects, versus moderate or affordable housing. While we respect the sensitivity to increasing housing costs, we believe EV-readiness has minimal impact on a home's monthly budget and, more importantly, allows those households to actually reduce their overall cost of living. Rather than helping the less affluent access more affordable transportation options, this may only continue to make it convenient to those of means.

That being said, though we would naturally prefer adjustments, we do recognize and appreciate the efforts made by the Office of Climate Change, Sustainability and Resiliency, the Councilmembers and other key stakeholders to progress the bill to this point. Therefore, although we raise concerns for consideration, we also fully support the CD 2 Proposed FD 1 as submitted by Councilmember Elefante.

As our energy issues become more complex and challenging, we appreciate the Council's efforts to look at policies that support clean ground transportation.

Amy Hennessey, APR  
Senior Vice President, Communications & External Affairs

**\*Note:** UluPono Initiative values this measure before the Council today and appreciates the opportunity for continued civic engagement; however, we are unable to attend in person due to concerns around COVID-19 and to remain consistent with company policy and government directives encouraging social distancing. Thank you for your understanding.



**Healthy Climate  
Communities**

**Testimony in support of Bill 25**

**SPECIAL MEETING OF THE HONOLULU CITY COUNCIL**

**Hearing Wednesday, May 20, 2020**

Aloha Council Chair Anderson and Members of the Honolulu City Council,

I am writing in support of Bill 25.

These concrete measures will help us achieve the important goals our City and our State have committed to in order to slow and eventually reverse Climate Change.

The measures have been watered down continually, providing concessions to the building industry. However, Bill 25 as written today is still a step in the right direction.

Mahalo,

**Dr. Lisa Marten**

Executive Director  
Healthy Climate Communities  
[healthyclimate@hawaii.rr.com](mailto:healthyclimate@hawaii.rr.com)

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 10:22 AM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

**Name** Mark Hixon  
**Phone** 8089566427  
**Email** hixonm@hawaii.edu  
**Meeting Date** 05-20-2020  
**Council/PH Committee** Council  
**Agenda Item** Bill 25 (2019), CD2, Proposed FD1  
**Your position on the matter** Support  
**Representing Organization** Self  
**Do you wish to speak at the hearing?** No

Aloha,

While I strongly supported the original Bill 25, it has been so watered-down by the influence of developers that it is now of only marginal value, yet still better than nothing.

On the POSITIVE side, Bill 25 will:

- Written Testimony**
- \* fight climate disruption in some ways, and save people lots of money.
  - \* drastically improve O'ahu's energy code, resulting in 33-65% energy savings for local residents on utility bills in newly built homes and cutting carbon pollution at the same time.
  - \* require that all new homes be "PV-ready" so that homeowners can install rooftop solar more easily and inexpensively.
  - \* ensure that many of our newly-constructed buildings will be "future-proofed" for climate-friendly, inexpensive-to-operate electric vehicles (EVs).
  - \* require a baseline of 25% of all newly-constructed parking facilities be Level 2 ready, ensuring that some new parking stalls have wiring installed during construction.

On the NEGATIVE side:

- \* The Council let slip many different ways this bill could have fought the climate crisis.

- \* Bill 25 makes many concessions to building lobbyists, changing the bill in five major ways. In contrast, environmental groups have received two small concessions.

- \* Bill 25 includes an (optional) "points system" that makes compliance more flexible and less expensive for builders and developers, but weakens EV-readiness.

- \* This version has no provision for EV-readiness for "affordable housing," defined as 100% Area Median Income and below.

- \* Under EV readiness, this FD1 version changes "Newly-constructed parking stalls for new and existing ... buildings" back to "Newly-constructed parking stalls for new ... buildings." Not requiring EV readiness for existing buildings that add new parking stalls will decrease the number of new EV-ready stalls.

- \* Under EV readiness, this FD1 version also changes the EV-ready specifications for townhomes with enclosed attached garages from 32-amp wiring to 16-amp. This change will double charging times for many EV owners.

- \* A November poll showed that 82% of Oahu voters consider climate change to be a "very serious" problem or "somewhat serious," and are willing to act to combat it, both individually and collectively.

--According to the poll [1], 81% of those surveyed favor updating building codes to require new homes to be more energy efficient, use solar water heaters and be able to charge electric vehicles. That figure stayed high at 74% when asked if they still supported doing so even if it meant added upfront costs to home builders while lowering utility bills to the homeowner in the long run.

--Half of those polled said they would be likely to change their car to a hybrid or electric vehicle whereas two-thirds said they'd be likely to install solar hot water or a photovoltaic system on their roof.

--The pollster said Oahu is not like some other places on the mainland that say climate change is India's fault or too big a problem to solve. She said the poll clearly showed that Oahu residents are not expecting climate change effects--they are experiencing them right now.

- \* While opponents of the bill have argued it will make construction prohibitively expensive, the Natural Resources Defense Council estimates that developers will actually only spend from \$750 to \$3,200



more to include energy efficiency. That's less than half a percent of a new home price — and with 50% monthly energy savings on bills, it doesn't take long for homeowners and renters to recoup all that and more. [2].

\* Every month brings a new record un-natural disaster. Eventually, Honolulu will be devastated by a hurricane, and the importance of action will be undeniable. But it will be too late to have helped avoid it.

\* Honolulu needs serious legislation that takes real, concrete action against climate disruption.

Mahalo!

[1] <https://www.civilbeat.org/2019/11/poll-oahu-voters-want-action-on-climate-change/>

[2] <https://www.staradvertiser.com/2020/02/17/editorial/island-voices/column-bill-25-provisions-would-be-affordable-for-builders-and-buyers/>

Testimony  
Attachment  
Accept Terms  
and 1  
Agreement

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 10:27 AM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name	Conner Higashino
Phone	8083541323
Email	conner.higashino@protonmail.com
Meeting Date	05-20-2020
Council/PH Committee	Council
Agenda Item	Bill 25(19), CD2
Your position on the matter	Support
Representing	Self
Organization	
Do you wish to speak at the hearing?	No
Written Testimony	
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67



**City Council, City and County of Honolulu**

May 19, 2020, 11:00 a.m., Agenda Item CR-96  
(Testimony is 1 page long)

TESTIMONY IN SUPPORT OF Bill 25 (2019), CD2, Proposed FD1 (Submitted by  
Councilmember Menor)

Aloha Councilmembers:

Hawaii PV Coalition supports Bill 25 (2019, proposed FD1, submitted by Councilmember Menor. This bill advances Honolulu's ambitious renewable energy goals by comprehensively updating Oahu's energy conservation code.

This bill is smart policy. Hawaii has the highest electrical rates in the country (2-3 times the national average electrical rate), putting an additional cost-of-living tax on Oahu's residents. Reducing the amount residents have to pay for electricity helps everyone. In addition, it helps reduce Honolulu's carbon footprint and pollution caused by Honolulu's existing fossil fuel plants.

As with any bill, improvements can be made. We hope this Council will consider stronger language in the future, such as requiring solar roofs on new homes (and the direct savings customers/residents will see). But until then, we encourage you to pass this bill. Mahalo for the opportunity to submit these comments.

*The Hawaii PV Coalition was formed in 2005 to support the greater use and more rapid diffusion of solar electric applications across the state. Working with business owners, homeowners and local and national stakeholders in the PV industry, the Coalition has been active during the state legislative sessions supporting pro-PV and renewable energy bills and helping inform elected representatives about the benefits of Hawaii-based solar electric applications.*

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 10:33 AM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name Donald Erway  
Phone 3232545815  
Email der1way@earthlink.net  
Meeting Date 05-20-2020  
Council/PH Committee Council  
Agenda Item Bill 25 (2019), CD2, Proposed FD1  
Your position on the matter Support  
Representing Self  
Organization  
Do you wish to speak at the hearing? No

Written Testimony

- \* Bill 25 will fight the Climate Crisis in some ways, and save people lots of money.
- \* Bill 25 will drastically improve O'ahu's energy code, resulting in 33-65% energy savings for local residents on utility bills in newly built homes and cutting carbon pollution at the same time.
- \* Bill 25 will require that all new homes be "PV-ready" so that homeowners can install rooftop solar more easily and inexpensively.
- \* Bill 25 will ensure that many of our newly-constructed buildings will be "future-proofed" for climate-friendly, inexpensive-to-operate electric vehicles (EVs).
- \* Bill 25 will require a baseline of 25% of all newly-constructed parking facilities be Level 2 ready, ensuring that some new parking stalls have wiring installed during construction.

Testimony  
Attachment  
Accept Terms and Agreement 1

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 10:57 AM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name	Joseph Kohn MD
Phone	8083596605
Email	joseph@WeAreOne.cc
Meeting Date	05-20-2020
Council/PH Committee	Council
Agenda Item	Bill 25 (2019), CD2, Proposed FD1
Your position on the matter	Comment
Representing	Organization
Organization	We Are One, Inc. - <a href="http://www.WeAreOne.cc">www.WeAreOne.cc</a> - WAO
Do you wish to speak at the hearing?	No
Written Testimony	We can do better. People before profit. <a href="http://www.WeAreOne.cc">www.WeAreOne.cc</a>
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67



HONOLULU CITY COUNCIL  
TESTIMONY IN SUPPORT OF BILL 25, CD2 (2019) RELATING TO THE ADOPTION OF THE  
STATE ENERGY CONSERVATION CODE

May 20, 2020, 11:00 a.m.  
Honolulu Hale

Chair Anderson and Members of the Council:

Earthjustice **supports** passage of Bill 25, CD 2, which provides greater energy independence and clean transportation options to Honolulu residents by mandating EV charging capacity in residential and commercial buildings, providing more roof top capacity for solar installation, and giving builders the option to use super-efficient tropical building standards. It only through such forward-looking policies that Hawai'i will be able to meet its statewide clean energy goals, and make affordable renewable energy available to all.

The compromise position on EV chargers reached in Bill 25, CD 2 is an important first step towards making EV charging capacity widely available in our community. Earthjustice has been involved in advancing clean energy initiatives in Hawai'i and across the nation for over a decade. Widespread EV charging capacity is critical to ensure that consumers are able to take advantage of the long-term cost-savings associated with ownership of an electrical vehicle, and associated reductions in individual greenhouse gas emissions. The dramatic drop in global emissions observed during April was driven largely by reductions in tailpipe emissions, illustrating that clean transportation is key to meeting worldwide clean energy and climate mitigation goals.<sup>1</sup>

In general, clean energy technologies not only reduce greenhouse gas emissions, but can also reduce monthly cost of living expenses associated with heating and cooling our homes and offices, and powering our transportation system, with expensive fossil fuels. This is especially true here in Hawai'i, where our abundant natural resources provide ready alternatives to traditional power sources. However, government action is important to making sure we are able to collectively harness our alternative energy options, by ensuring good energy decisions at the time of construction, when installation costs are lowest. Because Bill 25, CD 2 advances this clean energy vision for our community, we respectfully ask that the Council adopt this bill.

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<sup>1</sup> See, e.g., Le Quéré, C., Jackson, R.B., Jones, M.W. et al. *Temporary reduction in daily global CO<sub>2</sub> emissions during the COVID-19 forced confinement*, NAT. CLIM. CHANG (2020), available at <https://doi.org/10.1038/s41558-020-0797-x>

Honolulu City Council  
May 19, 2020  
Page 2

Thank you for the opportunity to submit testimony in support of Bill 25, CD 2.

Sincerely,

A handwritten signature in black ink, appearing to read "Leinā'ala L. Ley".

Leinā'ala L. Ley  
Attorney, Earthjustice



"Advancing the Commercial Property Management Industry through Education, Networking and Advocacy"

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Testimony to the  
Honolulu City Council  
May 20, 2020

RE: Bill 25 (2019), CD2 Relating to Adoption of the State Energy Conservation Code

Aloha Council Chair Anderson, Vice Chair Kobayashi, and members of the Council:

We are testifying on behalf of the Building Owners and Managers Association of Hawaii, a trade organization focused on actively and responsibly representing the commercial real estate industry through the collection, analysis and communication of information and through professional development. BOMA Hawaii is a leader in promoting energy efficient buildings and strongly supports energy efficient alternatives transportation.

It has been estimated that more than 500,000 electric vehicles are now on the road in the United States, and this is only expected to grow. As plug-in cars have become more visible on the nation's highways and local streets, there has also been a corresponding need for electric vehicle charging stations. This emerging need is creating a marketplace demand. Many building owners have installed EV charging stations and have successfully used them as a profit center as well as an amenity to attract new business and/or new tenants. Others are reluctant to take on the cost (installation cost, lost revenue from lost parking spaces, etc.), ongoing maintenance and management responsibilities, and liability. Where building owners can balance the benefits and potential draw backs, and where it makes economic sense, we believe that property owners will move forward to meet the need, without federal, state or local mandates.

We have made efforts to work collaboratively with private sector stakeholders, governmental officials and the City Council concerning this measure and believe that significant progress has been made in crafting a forward-looking measure.

Thank you for the opportunity to comment on Bill 25 (2019), CD2.





**MASONRY INSTITUTE OF HAWAII**

95-1030 Meheula Parkway #892711 Mililani, Hawaii 96789 Phone 808-782-8661

**May 15, 2020**

**HONOLULU CITY COUNCIL  
City Council Chamber  
Honolulu, Hawaii 96813  
DATE: Wednesday, May 20, 2020  
TIME: 11:00 a.m.**

**TESTIMONY ON BILL NO. 25 (2019) CD2, Proposed FC1 – Relating to the Adoption of the State Energy Code**

**To Council Chair Anderson, Vice Chair Kobayashi and members of the Honolulu City Council:**

The Masonry Institute of Hawaii (MIH) represents the masonry industry in the State of Hawaii. The MIH provides education through seminars and informational briefings for engineers, architects and developers throughout Hawaii.

Thank you for the opportunity to testify. The Masonry Institute of Hawaii **SUPPORTS** the intent of Bill No. 25 CD2, FD1 as proposed by Councilmember Menor, as well as other versions of Bill 25 that include masonry and concrete wall updates in the building code. The sustainability and safety benefits of mass wall construction are recognized in the latest versions of the State Building Codes. Including these changes will create codes that are tailored to Hawaii's unique climate, resulting in greater energy efficiency, fire safety and cost savings.

In addition, the Masonry Institute of Hawaii hopes the City Council will be able to address concerns about other proposals included in Bill 25 that would increase the cost of construction and affordable housing.

Respectfully,

Masonry Institute of Hawaii



May 19, 2020

The Honorable Ikaika Anderson, Chair  
The Honorable Ann Kobayashi, Vice Chair  
The Honorable Carole Fukunaga, Floor Leader  
Members of the City Council  
City and County of Honolulu  
Honolulu, Hawaii 96813-3077

RE: **Bill 25 (2019), CD2, FD1 (Menor) – RELATING TO THE ADOPTION OF THE STATE ENERGY CONSERVATION CODE**

Aloha Chair Anderson and Members of the City Council,

Mahalo for the continued opportunity to submit testimony on behalf of D.R. Horton offering comments to the amendments proposed by Councilmember Menor's proposed CD2, FD1 ("Menor's Proposed CD2, FD1").

**D.R. Horton supports the approval of Menor's Proposed CD2, FD1.**

Since the last hearing on February 27, 2020, D.R. Horton has continued collaborating with the Office of Climate Change, Sustainability and Resiliency (OCCSR) regarding our remaining concerns with Subsection C406.8 Electric vehicle infrastructure. Through continued discussion, learning and good faith negotiations, we have come to an agreement on the charge methods in Table C406.8.1 and the point values in Table C406.8.2 of Menor's Proposed CD2, FD1. We believe both tables strike a good balance between sustainability and much needed housing, thus meeting the collective goal we are all striving to achieve.

Additionally, we believe the affordable housing exemptions in Subsections C406.8.1 and C406.8.2 of Menor's Proposed CD2, FD1 appropriately apply to both electric vehicle readiness compliance pathways. These exemptions will help move the needle on much needed affordable housing more than any other amendments being proposed.

Mahalo for the opportunity to participate in this process. Your time and consideration on approving Menor's Proposed CD2, FD1 are very much appreciated. Should you have any questions, please do not hesitate to contact me at #782-4109 or [ttonaki@drhorton.com](mailto:ttonaki@drhorton.com).

Sincerely,

A handwritten signature in black ink, appearing to read "T. Tonaki".

Tracy Tonaki  
Senior Vice President

Oahu · Maui · Hawaii Island · Kauai

130 Merchant Street, Suite 112 · Honolulu, Hawaii 96813 · 808.521.5661

[www.drhorton.com/hawaii](http://www.drhorton.com/hawaii)

# Speaker Registration/Testimony

Name Wendell Elento  
Phone 8088451351  
Email wendell@islandsignal.com  
Meeting Date 05-20-2020  
Council/PH Committee Zoning  
Agenda Item BILL 25 (2019), CD2  
Your position on the matter Comment  
Representing Organization  
Organization BOMA; Building Owners Managers Association Hawaii Chapter  
Do you wish to speak at the hearing? Yes

## Written Testimony

My name is Wendell Elento and I serve on the Government Affairs Committee for the Building Owners Managers Association Hawaii Chapter. We overall support Bill 25, however, Bill 25 is heavily burdening newly-constructed residential multi-unit buildings with adding 25 percent of the newly added parking stalls to be EV charger ready. Imagine five of 20 newly added parking stalls to be EV charger ready. When retail was reduced by 20% and affordable housing for owners in the 100 to 140 percent of median income to be reduced by 20%, please consider reducing the same for newly-constructed residential multi-unit buildings with the same ratio of 1 to 20 or 5%. This better matches what is the current and future need for EV charger ready parking stalls. Let the market drive the infrastructure not vice versa.

The other observation, there are no incentives in Bill 25 to help Owners. Bill 25 is really just a mandate. Please consider adding incentives for property owners. Mahalo for the opportunity to share my testimony. respectfully submitted, Wendell Elento

## Testimony Attachment

Accept Terms and Agreement 1

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 12:15 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

**Name** Zoë Malia Ozoa Loos  
**Phone** 8087545304  
**Email** zoemalia13@gmail.com  
**Meeting Date** 05-20-2020  
**Council/PH Committee** Council  
**Agenda Item** Bill 25 (2019), CD2, Proposed FD1  
**Your position on the matter** Comment  
**Representing** Self  
**Organization**  
**Do you wish to speak at the hearing?** No

What is most disappointing to me is that while I wanted this Bill to be passed earlier it now seems that other interests besides that of the land, and the people are now taken the front seat. Is it not enough that we see how greed and corporate interests do nothing for us? Just look at this pandemic and how Washington and the current administration do not want to help citizens and just cooperation who already make way too much money. While I would rather have something passed rather than nothing I wish Bill 25 was stronger.

Here are a few reasons why I and 350 Hawaii think it should be stronger:

### Written

### Testimony

\*The Council let slip many different ways this bill could have fought the Climate Crisis.

\* Bill 25 makes many concessions to building lobbyists, changing the bill in five major ways. In contrast, environmental groups have received two small concessions.

\* Bill 25 includes an (optional) "points system" that makes compliance more flexible and less expensive for builders and developers, but weakens EV-readiness.

\* This version has no provision for EV-readiness for "affordable

housing," defined as 100% Area Median Income and below.

\* Under EV readiness, this FD1 version changes "Newly-constructed parking stalls for new and existing ... buildings" back to "Newly-constructed parking stalls for new ... buildings." Not requiring EV readiness for existing buildings that add new parking stalls will decrease the number of new EV-ready stalls.

\* Under EV readiness, this FD1 version also changes the EV-ready specifications for town homes with enclosed attached garages from 32-amp wiring to 16-amp. This change will double charging times for many EV owners.

\* A November poll showed that 82% of Oahu voters consider climate change to be a "very serious" problem or "somewhat serious," and are willing to act to combat it, both individually and collectively. According to the poll, of those surveyed [1].

\* 81% favor updating building codes to require new homes to be more energy efficient, use solar water heaters and be able to charge electric vehicles.. That figure stayed high at 74% when asked if they still supported doing so even if it meant added upfront costs to home builders while lowering utility bills to the homeowner in the long run.

\* Half of those polled said they would be likely to change their car to a hybrid or electric vehicle whereas two-thirds said they'd be likely to install solar hot water or a photovoltaic system on their roof.

\* The pollster said Oahu is not like some other places on the mainland that say climate change is India's fault or too big a problem to solve. She said the poll clearly showed that Oahu residents are not expecting climate change effects--they are experiencing them right now.

\* While opponents of the bill have argued it will make construction prohibitively expensive, the Natural Resources Defense Council estimates that developers will actually only spend from \$750 to \$3,200 more to include energy efficiency. That's less than half a percent of a new home price — and with 50% monthly energy savings on bills, it doesn't take long for homeowners and renters to recoup all that and more. [2].

\* Every month brings a new record un-natural disaster. Eventually, Honolulu will be devastated by a hurricane, and the importance of action will be undeniable. But it will be too late to have helped avoid it.

\* Honolulu needs serious legislation that takes real, concrete action against the Climate Crisis. Hawaii needs to pitch in.

[1] <https://www.civilbeat.org/2019/11/poll-oahu-voters-want-action-on-climate-change/>

[2] <https://www.staradvertiser.com/2020/02/17/editorial/island-voices/column-bill-25-provisions-would-be-affordable-for-builders-and-buyers/>

Testimony  
Attachment  
Accept Terms  
and 1  
Agreement

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 12:30 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name	William Metzger
Phone	8089886220
Email	wjmetzger@hotmail.com
Meeting Date	05-20-2020
Council/PH Committee	Council
Agenda Item	Bill 25
Your position on the matter	Comment
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	I'm sorry to see that the Council did not bring the needed political will to pass a stronger Bill. Read the science. The Climate Crisis is here!
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 12:47 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name	Jennifer Milholen
Phone	8082777096
Email	jennifer@kokuahawaiiifoundation.org
Meeting Date	05-20-2020
Council/PH Committee	Council
Agenda Item	Bill 25
Your position on the matter	Support
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	It's time for a clean energy transition, and time to update our building codes! Mahalo for supporting this bill.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67





Council of the City and County of Honolulu  
City Hall, 530 South King Street  
Honolulu, Hawai'i 96813

**Honolulu City Council**  
**Testimony in Support of Bill 25 (2019) CD2 - Relating to the Adoption of the State Energy Conservation Code**  
**May 20, 2020, 11:00 AM Hearing**

Dear Chair Anderson, Vice Chair Kobayashi, Floor Leader Fukunaga and Members of the Council:

Thank you for the opportunity to submit comments on Bill 25, Relating to the Adoption of the State Energy Conservation Code. The Hawai'i Energy program would like to testify in **strong support** for this item and the proposed CD2.

Hawai'i Energy works on behalf of the Hawai'i Public Utilities Commission (PUC) to empower island families and businesses to make smart energy choices to reduce energy consumption, save money, and pursue a clean energy future. We believe the new energy codes are critical in this effort and part of a global movement to make progress on climate change mitigation through codes and standards.

**Energy efficiency remains the cheapest, cleanest energy resource today.** The amended IECC 2015 will provide healthy and safe indoor environments while providing substantial bill savings for occupants over the life of the building, promote greater energy resilience, and help Hawai'i reach our statewide commitment to reach 100 percent clean energy by 2045. In general, any building code is designed and reviewed for efficiency with cost-effectiveness in mind. Moreover, the Hawai'i amendments were carefully developed with the input of many agencies, organizations and the design and construction industry to minimize unintended consequences such as increased construction, materials and labor costs – while assuring occupants the benefits of high performance buildings that consume less electricity.

**Electric vehicle charging infrastructure requirements**

According to global research consulting firms McKinsey & Company and the Bloomberg New Economy Forum, electric vehicles (EV) are expected to reach cost parity with internal combustion engine (ICE) vehicles in the early 2020s. Consumer adoption of EVs will be swift and Hawai'i must be poised to meet this demand. Policymakers have an important role in supporting market transformation in this area.

Therefore, Hawai'i Energy supports the majority of the bill's EV-readiness requirements proposed in CD2. We commend the Council for considering, and urge them to approve, the 25 percent requirements for new residential multi-unit and commercial buildings, and the 20 percent requirements for retail establishments and affordable housing developments offered for sale or rent to household earning more

than 100 percent (up to 140 percent) of the area median income (AMI). We recognize the sizable cost advantage, **between four to eight times less expensive**, of having EV-ready capacity at the time of construction.

Seeing that Bill 25 CD2 has eliminated the EV-readiness requirement for affordable housing development below and up to 100 percent AMI, it is even more critical that new affordable housing developments be incentivized to have EV-ready parking stalls. Hawai'i Energy is particularly focused on equity issues, so we hope to fill that gap with a new EV charging bonus incentive we recently announced. With funding support from Ulupono Initiative, this bonus rebate is for affordable housing developments (up to 100 percent AMI), which is now available while funding lasts. When paired with our existing EV charging station rebate, the two incentives can cover the entire EV charging station installation cost for qualified affordable housing developments on all islands, making clean transportation more accessible to working class families. However, our affordable housing EV charging station incentive will only be available through June 30, 2022 or until funding runs out, whichever comes first. We hope the Council will consider EV-readiness requirements in future energy code adoption measures.

#### **Substantial Benefits to Taxpayers from the Fully Implemented Code**

The Blue Planet Foundation, based on data provided by the Hawai'i State Energy Office, estimates that over the next 20 years, O'ahu will save over \$971,000,000 through the implementation of the 2015 code and the amendments in the subject Bill. This is money that can stay in the local economy rather than being used for fossil energy or imported renewable infrastructure.

The sensible energy code amendments in the proposed Building Energy Conservation Code of the City and County of Honolulu, represent a critical opportunity for O'ahu to make a leap forward in the transition to 100 percent clean energy and will provide lasting economic benefits to residents and businesses who are already burdened with high costs. We encourage the Committee to pass the adoption of these provisions.

Thank you for the opportunity to testify. If you have any questions on Hawai'i Energy's programs or our work toward the adoption of stronger energy codes, please do not hesitate to contact me.

Sincerely,

Brian Kealoha  
Executive Director

# Speaker Registration/Testimony

Name	Ewa Moscicka
Phone	6469440187
Email	ewa.moscicka@gmail.com
Meeting Date	05-20-2020
Council/PH Committee	Zoning
Agenda Item	Bill 25
Your position on the matter	Support
Representing Organization	Self
Do you wish to speak at the hearing?	No
Written Testimony	I am private citizen who wants to transition to an electric vehicle and green energy. I believe it is crucial to fight climate change and secure a safer future for our community.
Testimony Attachment	
Accept Terms and Agreement	1

IP: 192.168.200.67

## **Hawaii Electric Vehicle Association**

PO BOX 6310

Hilo, HI 96720

[hawaiidriveelectric@gmail.com](mailto:hawaiidriveelectric@gmail.com)

May 19, 2020

**COMMENT on Bill 25 (2019), CD2, Subsection C406.8 ELECTRIC VEHICLE INFRASTRUCTURE.**

Aloha Honolulu Council Members,

On behalf of the Hawaii Electric Vehicle Association, we would like to offer comment on Bill 25 (2019), CD2, Subsection C406.8 (Electric Vehicle Infrastructure).

We applaud the Honolulu City Council for spearheading measures that will transition our ground transportation from fossil fuel to renewable energy sources by 2045. The late 2017 proclamation by our mayors to enable this transformation demonstrates Hawaii's commitment to climate action. Importantly, it serves as a beacon for the rest of the nation – we've inspired other states to adopt aggressive RPS goals and may do the same with our transportation goals.

Electric vehicle (EV) choice, pricing, and function are dramatically improving each year. EVs are now within the reach of most households. The challenge, especially in Honolulu, where there is a high number of condos and apartments, is the inadequacy of EV charging infrastructure. This challenge is an important adoption barrier - If we're to enable the decarbonization of transportation, we will need a robust public EV charging system.

EVs offer consumers the benefits of reduced fuel and maintenance costs and the opportunity to contribute to broader societal benefits – clean air, carbon reduction, fossil fuel independence, and a sustainable environment for future generations. However, without convenient and dependable access to charging, EVs will not be viable for many, particularly residents who live in multi-unit dwellings and visitors.

### **HOPE with BILL 25**

Bill 25 is an attempt to address the inadequate public EV charging infrastructure challenge. By requiring "EV Charger – Ready" infrastructure at new multi-unit residential building and workplace parking, it would allow for projects to be future-proofed. The addition of conduit, wiring, and electrical capacity to support future EV charger would represent a minor expense to new construction while offering property owners the opportunity to cost-effectively respond to an emergent consumer need. By contrast, a retrofit effort (excavating pavement, adding conduit and wiring, would be very disruptive and more expensive.

## COULD BE BETTER


The current version of Bill 25, unfortunately, falls short of its meaningful EV infrastructure requirements into the city's building code. The following are weaknesses that we hope can be mitigated now or in the near future:


1. **Unnecessary complexity that allows for avoidance of the requirement** - the point system is complicated and allows developers to either delay or entirely avoid implementation of the charger-ready requirements by aggregating the compliance obligation across project phases or across projects.
2. **Introduction of the Level 3 (Fast Charging) requirement in residential/multi-unit dwelling projects.** As stated in the Bill, one DC fast charger counts as 22 dedicated Level 2 EV-Ready parking spots. However, Level 2 stations are better for multi-unit dwelling properties as they allow for convenient overnight charging. Level 3 chargers will fully charge EVs in as little as 30 minutes and are ideal in other commercial and other public spaces. Apartment and condo dwellers will not be well served by a Level 3 charger that will require them to queue and wait for their car to charge before retiring for the day.
3. **Exemption of affordable housing units from the requirement.** This seems to declare that EVs are only for 'rich' people. On the contrary, our low-income community can greatly benefit from the efficiency and cost-effectiveness of EVs. There are many EVs, new and pre-owned, that rival gas cars in purchase price. This situation is constantly improving with manufacturing economies of scale, better innovations, competition, and a growing pre-owned EV market. To exempt **low-income** affordable housing units (those occupied by households earning "100 percent or below" of AMI) from the requirement makes it more difficult for us to achieve equitable access to sustainable transportation. This is really unfortunate - lower-income households have much to gain from swapping from gas cars to EVs. (They have a relatively higher share of income spent on fuel and vehicle maintenance costs.)

Despite its shortcomings, Bill 25 is a step in the right direction. We hope that public demand and property owner foresight will take up the slack, and that future legislation will enable even more aggressive steps to eliminate our dependence on fossil fuel.

Thank you for the opportunity to provide comment.

Sincerely,

  
Noel Morin - President

  
Sonja Kass - Vice President

  
Nanette Vinton - Secretary  
**Hawaii Electric Vehicle Association**

---

**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 2:22 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

**Name** Will Caron  
**Phone** 8083874920  
**Email** willcaronforhawaii@gmail.com  
**Meeting Date** 05-20-2020  
**Council/PH Committee** Council  
**Agenda Item** Bill 25 CD2  
**Your position on the matter** Support  
**Representing Organization** Self  
**Do you wish to speak at the hearing?** No

**Written Testimony**

- Bill 25 will require that all new homes be "PV-ready" so that homeowners can install rooftop solar more easily and inexpensively.
- The ordinance will also ensure that many of our newly-constructed buildings will be "future-proofed". Allowing for climate-friendly, inexpensive-to-operate electric vehicles.
- This ordinance will help in fighting climate change while helping people to save money.
- Bill 25 would further require a baseline of 25% of all newly-constructed parking facilities be Level 2 ready, ensuring that new parking stalls have wiring installed during the time of construction.

**Testimony Attachment**  
**Accept Terms and Agreement** 1

IP: 192.168.200.67



**MASON CONTRACTORS ASSOCIATION OF HAWAII**  
2312 Kanealii Avenue • Honolulu, Hawaii 96813

■

**May 19, 2020**

**HONOLULU CITY COUNCIL**  
**City Council Chamber**  
**Honolulu, Hawaii 96813**  
**DATE: Wednesday, May 20, 2020**  
**TIME: 11:00 a.m.**

**TESTIMONY ON BILL NO. 25 (2019) CD2, Proposed FD1 – Relating to the Adoption of the State Energy Code**

**To Council Chair Anderson, Vice Chair Kobayashi and members of the Honolulu City Council:**

The Mason Contractors Association of Hawaii (MCAH) represents the mason contractors in the State of Hawaii.

Thank you for the opportunity to testify in **SUPPORT** of the intent of Bill No. 25 CD2, FD1 as proposed by Councilmember Menor, as well as other versions of Bill 25 that include masonry and concrete wall updates in the building code. The sustainability and safety benefits of mass wall construction are recognized in the latest versions of the State Building Codes. Including these changes will create codes that are tailored to Hawaii's unique climate, resulting in greater energy efficiency, fire safety and cost savings.

In addition, the Masonry Contractors Association of Hawaii hopes that City Council will be able to address these concerns about other proposals included in Bill No. 25 that would increase the cost of construction and affordable housing.

Respectfully,

Mason Contractors Association of Hawaii

## HAWAII OPERATING ENGINEERS INDUSTRY STABILIZATION FUND



Affiliated AFL-CIO  
OPEIU - 3 - AFL-CIO (3)

*Uniting our strengths and working together  
for a better tomorrow.*

May 19, 2020

Honorable Ikaika Anderson, City Council Chair  
Honorable, Ann Kobayashi, Vice Chair  
Honorable, Carol Fukunaga, Floor Leader  
Honorable members of the Honolulu City Council

RE: SUPPORT Bill 25 (2019), CD2, Proposed FD1 (OCS2020-0468/5/13/2020 3:47 PM) (Submitted by Speaker Emeritus Ron Menor)

Chair Ikaika Anderson and Members of the Honolulu City Council:

My name is Pane Meatoga III and I am the Community Liaison representing the Hawaii Operating Engineers Industry Stabilization Fund (HOEISF). We are a labor management fund representing 3500 unionized members in the heavy engineering site work and 500 general contractors specializing in heavy site and vertical construction.

Hawaii Operating Engineers Industry Stabilization Fund supports the passing Bill 25 (2019), CD2, Proposed FD1 (OCS2020-0468/5/13/2020 3:47 PM) (Submitted by Speaker Emeritus Ron Menor) Relating to the adoption of the State Energy Conservation Code. [Regulating the design and construction of residential and commercial buildings for the effective use of energy through the adoption of the State Energy Conservation Code (2017), subject to the local amendments herein.]

We believe the FD1 proposed by Speaker Emeritus Ron Menor strikes the best balance between the needs of the environment by regulating the design and construction of residential and commercial buildings for the "effective use of energy", and the need to keep housing and the cost of living in Hawaii as low as possible. The COVID-19 crisis makes passing a balanced bill that will not place oppressive economic burdens on citizens even more important. This FD1 proposed by Speaker Emeritus Menor provides that balance.

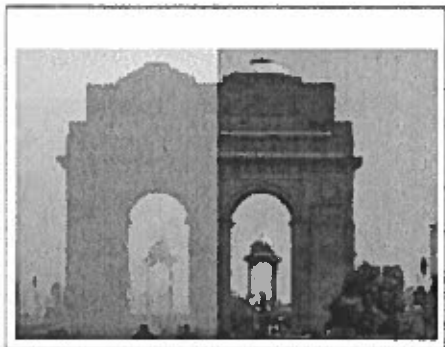
Sincerely,

A handwritten signature in black ink that reads "Pane Meatoga III". The signature is fluid and cursive, with a stylized "P" and "M".

Pane Meatoga III  
Community Liaison  
Hawaii Operating Engineers Industry Stabilization Fund



Air pollution reduction due to quarantine



Support Bill 25!

Testimony for Bill 25

Honolulu City Council

Support for Bill 25 (2019), CD2, Proposed FD1, "Relating to the Adoption of the State Energy Conservation Code".

May 20, 2020, 11:00 AM hearing

**I will not testify in person due to the ongoing covid-19 pandemic. Thank you for continuing to hear these urgently needed climate crisis fighting bills, even in the midst of the covid-19 crisis, for while the effects of covid-19 will be felt immediately and directly impacts many people, the climate crisis will affect everyone for generations.**

The revisions to this bill have weakened the impact this bill could have on reducing our dependence on fossil fuels at a time when we need stronger and stronger legislation to work on the climate change problem. The coronavirus is showing us the lack of resiliency in our society to drastic changes, and the climate crisis is another drastic change that we will soon face. Please consider strengthening this bill before passage.

From a local economic standpoint, it makes more sense to build EV readiness into more buildings, as the money for the costs for building these improvements will mostly stay in Hawaii as local wages. If you don't build the improvements, the money saved will end up as profit for a corporation and most likely that money will not stay in Hawaii. Furthermore the future savings on gasoline will result in less money leaving the islands.

[www.keeppoilintheground.com](http://www.keeppoilintheground.com)

When builders are determining the price they are going to charge for their property, they usually set the price to be the price that gets them the most money, and has little to do with the expense of construction.

We need to act quickly to reverse climate change, the sooner and stronger we act, the less problems we will face in the future. This is definitely an ounce of prevention versus a pound of cure. And we no longer have the luxury of finding solutions where every person and every business is guaranteed to benefit.

As far as the electric car charging station portion of the bill, I own an electric car and I have previously owned pets. I have had the experience of looking for a rental property that accepts pets, and also I have had the experience of looking for a rental property that has reliable access to vehicle charging. Neither one is easy.

**I can tell you it is currently much harder to find a rental property that has reliable access to vehicle charging than a rental property that accepts pets.** It is very difficult to own an electric car if you can't plug it in at home and this lack of available chargers is affecting people's decision to chose electric vs gas vehicles.

Thank you for your continued support of these urgently necessary environmental bills.

Sincerely,

*Matthew Geyer.*

*Honolulu, HI 96822*

[keepoilintheground@gmail.com](mailto:keepoilintheground@gmail.com)

[www.KeepOilInTheGround.com](http://www.KeepOilInTheGround.com)

<https://www.instagram.com/keepoilintheground/>

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 2:55 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name Dylan Ramos  
Phone 8085516999  
Email dylanpk.ramos@gmail.com  
Meeting Date 05-20-2020  
Council/PH Committee Council  
Agenda Item Bill 25 (2019) CD2  
Your position on the matter Support  
Representing Self  
Organization  
Do you wish to speak at the hearing? No

Aloha,

During the Zoning Committee's January 23, 2020 meeting, two different drafts of Bill 25 (2019) were considered, CD2 (Kobayashi) and CD2 (Elefante). Though I supported the latter, I am still interested in the passage of Bill 25 in its current form. That said, I hope before the bill is put to a vote that there is still a chance to amend it with more of Councilman Elefante's changes in place. For that reason I am reiterating my testimony to the Zoning Committee below. Mahalo for your consideration.

**Written Testimony** Mahalo for taking the time to review this additional testimony to clarify my support of Bill 25 now that amendments have been proposed by Councilman Elefante and Councilwoman Kobayashi.

To be clear, though I understand certain changes proposed by my own district's representative, Ms. Kobayashi, I support CD2 (Elefante). As noted in my original testimony, I recognize the need to be sensible and pragmatic when it comes to the transition to green infrastructure, but as I'm sure you all agree, we must also act with urgency as we work toward sustainability and climate crisis solutions. That said, it is Mr. Elefante's proposals that are the most forward-thinking and future-minded.

Whereas CD2 (Elefante) provides for a City solar water heater requirement that is fully consistent with State law, requires all new construction be PV-ready and offer Level 2 EV charging with reduced specifications for retail and affordable housing structures, and allows jalousies, CD2 (Kobayashi) creates no independent authority for the solar water heater mandate (so if the State abolishes the requirement then it would disappear at the City level as well), has no PV-ready requirement, only requires trickle charger EV-ready parking and no such parking at commercial buildings or affordable housing structures, and limits the use of jalousies.

Per the Sierra Club of Hawai'i: "From our review of the data, requiring new construction to be built with the future in mind (wired for level 2 EV charging, equipped for PV installation) saves significant costs on future-retrofitting while not significantly increasing the cost of current construction. Similarly, authorizing the City to follow through on the state's solar water heater mandate saves homeowners a lot of money on their monthly electricity bills, while not significantly increasing the cost of housing or putting the gas company out of business. For the solar water heater mandate, there is a variance process for homeowners that really would prefer a gas water heater in their home."

All of this is important to take into account and I very much appreciate the entire Committee's consideration of these matters. When it comes to Bill 25, mahalo for supporting CD2 (Elefante).

Aloha,  
Dylan Ramos  
District 5 (96816)

Testimony  
Attachment  
Accept Terms and Agreement 1

IP: 192.168.200.67



May 19, 2020

The Honorable Ikaika Anderson, Chair  
The Honorable Ann Kobayashi, Vice Chair  
The Honorable Carole Fukunaga, Floor Leader  
Members of the City Council  
City and County of Honolulu  
Honolulu, Hawaii 96813-3077

RE: **Bill 25 (2019), CD2, FD1 (Menor) – RELATING TO THE ADOPTION OF THE STATE ENERGY CONSERVATION CODE**

Aloha Chair Anderson and Members of the City Council,

Mahalo for the continued opportunity to submit testimony on behalf of D.R. Horton offering comments to the amendments proposed by Councilmember Menor's proposed CD2, FD1 ("Menor's Proposed CD2, FD1").

**D.R. Horton supports the approval of Menor's Proposed CD2, FD1.**

Since the last hearing on February 27, 2020, D.R. Horton has continued collaborating with the Office of Climate Change, Sustainability and Resiliency (OCCSR) regarding our remaining concerns with Subsection C406.8 Electric vehicle infrastructure. Through continued discussion, learning and good faith negotiations, we have come to an agreement on the charge methods in Table C406.8.1 and the point values in Table C406.8.2 of Menor's Proposed CD2, FD1. We believe both tables strike a good balance between sustainability and much needed housing, thus meeting the collective goal we are all striving to achieve.

Additionally, we believe the affordable housing exemptions in Subsections C406.8.1 and C406.8.2 of Menor's Proposed CD2, FD1 appropriately apply to both electric vehicle readiness compliance pathways. These exemptions will help move the needle on much needed affordable housing more than any other amendments being proposed.

Mahalo for the opportunity to participate in this process. Your time and consideration on approving Menor's Proposed CD2, FD1 are very much appreciated. Should you have any questions, please do not hesitate to contact me at #782-4109 or [ttonaki@drhorton.com](mailto:ttonaki@drhorton.com).

Sincerely,

Tracy Tonaki  
Senior Vice President



**City Council  
City and County of Honolulu  
May 20, 2020 at 11 a.m.  
Bill 25 (2019)**

Aloha Chair Anderson, Vice-Chair Kobayashi, and Members of the Council:

Absent convenient and widespread access to EV charging, the willingness of individuals to purchase an electric vehicle will be limited. Parking spaces where customers already park their vehicles for 8-10 hours, like at their place of residence or work, are ideal candidates for the deployment of charging infrastructure. For this reason, Tesla strongly supports reforming the energy code to ensure that newly constructed parking facilities serving multi-unit residential buildings and workplaces have the necessary electrical capacity and wiring to support the deployment of EV charging.

It is therefore with great frustration that despite our best efforts over the course of many months working on this measure and offering feedback, that we are now presented with versions of the bill that if passed will do almost nothing to advance EV adoption. We do not say this lightly. Nonetheless, in the interest of acting in good faith and for the sake of EV drivers and prospective EV customers, we think it is important to offer our unvarnished feedback.

What had been initially a very straightforward measure has been transformed, ostensibly in an effort to placate building and developer interests, into a highly complex and opaque measure that appears rife with opportunities to largely avoid any meaningful investment in charging infrastructure. Both the measure's point system combined with the ability to aggregate the compliance obligation and spread it over project phases conspire to create a framework that seems highly gameable and will undermine the fundamental objective of this reform initiative, namely to make EV charging more widely accessible to a broader cross-section of customers. These customers include those residing in residential multi-unit buildings, who, absent concerted efforts and policy interventions to drive charging infrastructure deployment, will be practically foreclosed from using an EV. Equally troubling are the proposed reductions or outright exemptions applicable to affordable housing developers. As Tesla has noted in previous testimony on this measure, this threatens to literally build inequitable access to EVs into the state's building stock.

There is still an opportunity to fix this measure. While ideally the City Council would revise the measure back to something closer to its initial form, we recognize that we are too far down this road for that to realistically happen. However, there are some revisions that we encourage the



City Council to consider which would help ameliorate some of these concerns while maintaining the point-based framework. We enumerate these below:

- 1.) Eliminate the ability to deploy Level 3 charging infrastructure in lieu of Level 2 infrastructure, especially in the context of residential multi-unit buildings. Under the versions of the bill before City Council, Level 3 charging is viewed as 25 to 50 times more valuable than Level 2 charging infrastructure. However, in the multi-unit context, Level 2 charging, ideally in dedicated stalls, offers a far more practical solution than Level 3 fast charging. Most drivers would prefer to have a dedicated Level 2 charger that they can be confident will be available when they arrive home to charge their vehicle overnight rather than having to monitor a Level 3 charger, wait for it to become available, and move their car once it is available. Level 3 charging is simply impractical in this context.
- 2.) The minimum amperage level for qualifying Level 2 charging infrastructure needs to be increased to 32 Amps. In the current versions of the bill, the technical parameters for what qualifies as Level 2 charging infrastructure at the low end would allow infrastructure that is only capable of providing 16 Amps to be deployed and count toward the compliance obligation. As recognized in Table C406.8.2, which lays out the types of qualifying infrastructure and associated point compliance points, at this rating, it would take 15 hours to charge a 50 kW<sup>1</sup> battery. To put this in more practical terms, a 16 Amp charger would provide only between 9 and 15 miles of range per hour of charging<sup>2</sup>, which is too low to support the needs and preferences of most EV drivers and does not instill driver confidence. Further, if a charging system were to be expanded in the future via power sharing and power management tools, this would not provide adequate capacity per EV charging space to ensure some level of charging as more vehicles plug in. To address this, the minimum rating for qualifying Level 2 charging infrastructure should be raised to 32 Amps.
- 3.) Eliminate the ability to aggregate the compliance obligation over multiple sites and across multiple project phases. If EV adoption is to occur at meaningful scale, EV charging infrastructure needs to be more widely available and ideally in those locations where drivers would ordinarily park their vehicles for a longer period of time as a matter of course (e.g. at home or at work). By allowing entities to aggregate the compliance obligation across sites and phases, the current versions appears at cross purposes with this fundamental objective. By design, developers would be allowed to concentrate their compliance in a few buildings or project phases, leaving some locations under-resourced in terms of charging infrastructure.

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<sup>1</sup> We assume the table intends to refer to 50 "kWh" not "kW".

<sup>2</sup> This calculation assumes a 50 kWh battery pack provides between 140 and 220 miles of range (itself dependent on the efficiency of the EV).



- 4.) Remove the exemption from and/or dilution of the compliance obligation applicable to affordable housing units. All versions of the bill include language that would either exempt or substantially reduce the compliance obligations of affordable housing units. To the degree that Honolulu wants to encourage equitable access to EVs, it is vitally important to ensure affordable housing developers are held to the same requirements as other developers. Contrary to the hyperbole from building development and management interests, the costs of including EV-ready infrastructure at the time of building construction will have negligible impacts on overall costs to building occupants. The primary outcome of these reduced obligations will be to effectively foreclose the ability of low-income households to benefit from EVs. This despite the fact that the costs of EVs are declining, bringing them within reach of many families. This in turn will prevent them from being able to realize the substantial fuel and maintenance savings that EVs offer compared to conventional vehicles and which likely far outweigh any increased construction costs.

Tesla appreciates the opportunity to provide this feedback on Bill 25, recognizing the critical role of public policy and code reform in addressing key barriers to EV adoption like access to charging infrastructure. Unfortunately, absent substantive amendments Tesla believes Bill 25 will do little to advance EV adoption. For all these reasons we respectfully ask the Council to incorporate the amendments discussed above.

Andy Schwartz  
5104100882  
[anschwartz@tesla.com](mailto:anschwartz@tesla.com)  
Bill 25 (2019), CD2  
Comment





Council of the City and County of Honolulu  
City Hall, 530 South King Street  
Honolulu, Hawai'i 96813

**Honolulu City Council  
Testimony in Support of Bill 25 (2019) CD2 - Relating to the Adoption of the State Energy  
Conservation Code  
May 20, 2020, 11:00 AM Hearing**

Dear Chair Anderson, Vice Chair Kobayashi, Floor Leader Fukunaga and Members of the Council:

Thank you for the opportunity to submit comments on Bill 25, Relating to the Adoption of the State Energy Conservation Code. The Hawai'i Energy program would like to testify in **strong support** for this item and the proposed CD2.

Hawai'i Energy works on behalf of the Hawai'i Public Utilities Commission (PUC) to empower island families and businesses to make smart energy choices to reduce energy consumption, save money, and pursue a clean energy future. We believe the new energy codes are critical in this effort and part of a global movement to make progress on climate change mitigation through codes and standards.

**Energy efficiency remains the cheapest, cleanest energy resource today.** The amended IECC 2015 will provide healthy and safe indoor environments while providing substantial bill savings for occupants over the life of the building, promote greater energy resilience, and help Hawai'i reach our statewide commitment to reach 100 percent clean energy by 2045. In general, any building code is designed and reviewed for efficiency with cost-effectiveness in mind. Moreover, the Hawai'i amendments were carefully developed with the input of many agencies, organizations and the design and construction industry to minimize unintended consequences such as increased construction, materials and labor costs – while assuring occupants the benefits of high performance buildings that consume less electricity.

**Electric vehicle charging infrastructure requirements**

According to global research consulting firms McKinsey & Company and the Bloomberg New Economy Forum, electric vehicles (EV) are expected to reach cost parity with internal combustion engine (ICE) vehicles in the early 2020s. Consumer adoption of EVs will be swift and Hawai'i must be poised to meet this demand. Policymakers have an important role in supporting market transformation in this area.

Therefore, Hawai'i Energy supports the majority of the bill's EV-readiness requirements proposed in CD2. We commend the Council for considering, and urge them to approve, the 25 percent requirements for new residential multi-unit and commercial buildings, and the 20 percent requirements for retail establishments and affordable housing developments offered for sale or rent to household earning more

than 100 percent (up to 140 percent) of the area median income (AMI). We recognize the sizable cost advantage, **between four to eight times less expensive**, of having EV-ready capacity at the time of construction.

Seeing that Bill 25 CD2 has eliminated the EV-readiness requirement for affordable housing development below and up to 100 percent AMI, it is even more critical that new affordable housing developments be incentivized to have EV-ready parking stalls. Hawai'i Energy is particularly focused on equity issues, so we hope to fill that gap with a new EV charging bonus incentive we recently announced. With funding support from Ulupono Initiative, this bonus rebate is for affordable housing developments (up to 100 percent AMI), which is now available while funding lasts. When paired with our existing EV charging station rebate, the two incentives can cover the entire EV charging station installation cost for qualified affordable housing developments on all islands, making clean transportation more accessible to working class families. However, our affordable housing EV charging station incentive will only be available through June 30, 2022 or until funding runs out, whichever comes first. We hope the Council will consider EV-readiness requirements in future energy code adoption measures.

#### **Substantial Benefits to Taxpayers from the Fully Implemented Code**

The Blue Planet Foundation, based on data provided by the Hawai'i State Energy Office, estimates that over the next 20 years, O'ahu will save over \$971,000,000 through the implementation of the 2015 code and the amendments in the subject Bill. This is money that can stay in the local economy rather than being used for fossil energy or imported renewable infrastructure.

The sensible energy code amendments in the proposed Building Energy Conservation Code of the City and County of Honolulu, represent a critical opportunity for O'ahu to make a leap forward in the transition to 100 percent clean energy and will provide lasting economic benefits to residents and businesses who are already burdened with high costs. We encourage the Committee to pass the adoption of these provisions.

Thank you for the opportunity to testify. If you have any questions on Hawai'i Energy's programs or our work toward the adoption of stronger energy codes, please do not hesitate to contact me.

Sincerely,

Brian Kealoha  
Executive Director

**LOCAL #1 HI, IUBAC**



**International Union of Bricklayers and  
Allied Craftworkers Local #1 of Hawaii**

2251 North School Street, Honolulu, HI 96819

Phone: (808) 841-8822 • Fax: (808) 777-3456

May 20, 2020

The Honorable Ikaika Anderson, Chair  
The Honorable Ann H. Kobayashi, Vice Chair  
Honolulu City Council  
530 South King Street, Room 200  
Honolulu, Hawai'i 96813

**Statement of Local 1 in Support of Bill 25, CD2, Proposed FD1 (Menor)**

Dear Chair Anderson, Vice Chair Kobayashi, and Members:

The International Union of Bricklayers and Allied Crafts, Local 1, appreciates your diligent work on Bill 25 since its introduction over a year ago.

**We support Bill 25, CD2, Proposed FD1 (Menor)**, to the extent that it includes amendments that will help the code to be best tailored to Hawaii's unique tropical climate and help consumers and builders alike achieve energy efficiency and cost savings.

Specifically, we appreciate the amendments made to Subsection C402.2.3 of the code, found in Paragraph (12) on Page 5 of the Proposed CD2. We are pleased that these amendments have come with supportive input from various stakeholders, including our members and signatory contractors who perform work relating to concrete, brick, tile, stone, marble, terrazzo, cement, and plaster.

In closing, we thank you in advance for your favorable consideration of the Proposed FD1, and look forward to your continued support of the hardworking men and women in Hawaii's construction trades, especially at this time of great economic uncertainty.

Melvin P. Silva, Jr.  
8088418822  
[msilva@masonsunion.com](mailto:msilva@masonsunion.com)  
Bill 25  
Support



Electrification  
Coalition

May 18, 2020

The Honorable Ikaika Anderson, Chair & Presiding Officer,  
Ann Kobayashi, Vice-Chair,  
Carol Fukunaga, Floor Leader, and  
Members of the Honolulu City Council

Re: Bill 25(2019) – SUPPORT

Dear Chair Anderson, Vice-Chair Kobayashi, Floor Leader Fukunaga, and Committee members:

The Electrification Coalition is pleased to offer this letter of support for the Bill 25 Energy Code Update to accelerate electric vehicle adoption and help Hawaii achieve its goal of transitioning all transportation to renewable fuels by 2035.

The Electrification Coalition (EC) is a nonpartisan, not-for profit group of business leaders committed to promoting policies and actions that facilitate the deployment of electric vehicles on a mass scale in order to combat the economic, environmental, and national security dangers caused by our dependence on oil. Electric vehicles plug into a grid that is domestic and diverse and can insulate our business and consumers from the volatile nature of oil prices.

The Electrification Coalition has supported EV-ready building code requirements around the country as an important way to help accelerate EV adoption. Making charging more convenient and accessible to consumers by requiring small investments at the time of construction will save developers and consumers money and help ensure that the future of transportation is electric.

We strongly support this effort to update the state energy conservation code. Bill 25 proposes achievable targets that are well-designed and are crucial for pushing forward on transportation electrification goals. Bill 25's provision for Level 2 recharging infrastructure is written to assure flexibility for developers to build on a project basis with minimum standards. Overall, the proposal remains sensitive to developer concerns while also appropriately pushing forward in infrastructure build-out requirements. We urge your support of Bill 25.

Sincerely,

Benjamin Prochazka,  
National Director  
Electrification Coalition  
303-717-3657  
[www.ElectrificationCoalition.org](http://www.ElectrificationCoalition.org)



# LiUNA!

May 19, 2020

## HONOLULU CITY COUNCIL

City Council Chamber

Honolulu, Hawaii 96813

DATE: Wednesday, May 20, 2020

TIME: 11:00 a.m.

**PETER A. GANABAN**  
*Business Manager/  
Secretary-Treasurer*

**ALFONSO OLIVER**  
*President*

**JOBY NORTH II**  
*Vice President*

**TONI FIGUEROA**  
*Recording Secretary*

**JAMES DRUMGOLD JR.**  
*Executive Board*

**ORLANDO PAESTE**  
*Executive Board*

**JOSEPH YAW**  
*Executive Board*

**MARTIN ARANAYDO**  
*Auditor*

**RUSSELL NAPIHA'A**  
*Auditor*

**MARK TRAVALINO**  
*Auditor*

**ALFRED HUFANA JR.**  
*Sergeant-At-Arms*

### TESTIMONY ON BILL NO. 25 (2019) CD2, Proposed FD1 – Relating to the Adoption of the State Energy Code

#### To Council Chair Anderson, Vice Chair Kobayashi and members of the Honolulu City Council:

The Hawaii Laborers' Union; Local 368 is made up of over 5000 working and retired men and women across the state of Hawaii. The Hawaii Laborers' Union; Local 368 supports the intent of Bill No. 25 CD2, FD1 as proposed by Councilmember Menor, as well as other versions of Bill 25 that include masonry and concrete wall updates in the building code.

The sustainability and safety benefits of mass wall construction are recognized in the latest versions of the State Building Codes and including these changes will create codes that are tailored to Hawaii's unique climate, resulting in greater energy efficiency, fire safety and cost savings.

In addition, the Hawaii Laborers' Union; Local 368 hopes the City Council will be able to address concerns about other proposals included in Bill 25 that would increase the cost of construction and affordable housing during the economic downturn brought on by the COVID-19 epidemic.

We are in a time where this State and County finds itself searching for ways to spur economic growth, while the present versions of Bill 25 attempt to address the impact on the cost of affordable housing in our County, those decisions and negotiations took place over two months ago. Those discussions took place at a time when our economy was generally healthy, when no one contemplated the severe and sudden downturn it would take in the month to immediately follow, and even then the impacts to affordable housing were just best guesses.

There is another option that this council can take that would at least help to ensure the affordable housing market, and the construction of those units can continue for the next 3 years (which would be in line with the State's projected economic recovery as well as the next time the Energy Code would be updated), that is to include the masonry and concrete updates wall updates in the building code, and to make the State Energy Code optional as other counties have done.

LiUNA Local 368  
1617 Palama Street  
Honolulu, HI 96817  
Phone: (808) 841-5877  
Fax: (808) 847-7829  
[www.local368.org](http://www.local368.org)

## Feel the Power

This would offer the potential for more certain economic security, and for more security in the affordable housing market. It would also allow for more time during this three-year period for the opposing sides to come together and work out their differences and develop a plan that both sides of the issue can get behind.

Thank you for the opportunity to offer this written testimony.

Respectfully,

A handwritten signature in black ink, appearing to read 'Ryan K. Kobayashi', with a large circular flourish at the end.

Ryan K. Kobayashi

Government Affairs

Hawaii Laborers' Union; Local 368



**Hawaiian  
Electric**

**TESTIMONY BEFORE THE HONOLULU CITY COUNCIL**

**Comments in Support of  
Bill 25 (2019), CD1  
Proposed CD2 to Bill 25 (2019), CD1 (Elefante)  
Proposed CD2 to Bill 25 (2019), CD1 (Menor)  
Relating to the Adoption of the State Energy Conservation Code**

Wednesday, March 19, 2020  
11:00 a.m., Agenda Item #5  
City Council Chamber

Dear Chair Anderson, Vice Chair Kobayashi, and Members of the Council,

Hawaiian Electric Company, Inc. (Hawaiian Electric) **is writing in general support of Bill 25 (2019), CD1 and the two proposed versions by Councilmember Elefante and Council Chair Emeritus Menor, Relating to the Adoption of the State Energy Conservation Code.** Bill 25 (2019), CD1 and the Proposed CD2 drafts are proposing to regulate the design and construction of residential and commercial buildings for the effective use of energy. Two areas of the bill that Hawaiian Electric has focused on include solar photovoltaic (PV) readiness for single family homes, and electric vehicle (EV) infrastructure for homes and commercial spaces.

Over the past several months, Hawaiian Electric has worked with numerous stakeholders and participated in several meetings in an effort to bridge various viewpoints and move towards a solution that all parties could agree upon.

First, with regard to the PV readiness proposal, Hawaiian Electric believes PV readiness can serve as a catalyst to renewable generation and can contribute to the City's renewable goals. Hawaiian Electric notes that the PV readiness language in both proposed CD2 versions of Bill 25 (2019), CD1 is identical. Based on discussions with developers, Hawaiian Electric understood that installing PV on all multi-unit dwellings (MUD) under the same requirements applicable to single-family dwellings could present multiple logistical, physical, and cost challenges. For this reason, Hawaiian Electric initially supported PV readiness for single-family homes, but not for all new residential dwellings, including MUDs. However, the language regarding MUDs was recently revised to clarify that new multifamily

dwellings must install an electrical panel that includes space reserved to accommodate a photovoltaic system: (1) sized to serve common area electrical loads, or (2) sized to the roof space available. This revised requirement appears reasonable and seems to address prior concerns that implementation of the requirement would be impractical and cost-prohibitive. Thus, Hawaiian Electric supports the PV-ready requirements for new single-family dwellings and multifamily dwellings as currently drafted in both proposed CD2 versions of Bill 25 (2019), CD1.

Second, Hawaiian Electric has focused on electric vehicle infrastructure for homes and commercial spaces. Bill 25 (2019), CD1 and its' proposed CD2 versions have the potential to make a big impact on the availability of EV charging infrastructure, particularly in areas of high population density. These areas are typically ideal locations for EVs in that residents tend to have shorter driving distances than those living in less dense, but more distant locations from the city center. Existing commercial locations and multi-family buildings face expensive retrofits to their parking facilities to be EV ready, with individual tenants facing a potentially long and onerous process to gain association or board approval to retrofit individual stalls. However, by making a proactive requirement to plan for and incorporate EV charging into future large building projects, the costs will be lower.

Hawaiian Electric supports flexible and creative options for builders and developers when designing their facilities to meet the Bill's objectives, while managing the costs associated with doing so. As a result, during discussions, Hawaiian Electric proposed to utilize a point system that would provide greater flexibility when designing new facilities. Hawaiian Electric supports the point system that could provide varying points depending on the proposed infrastructure solution, thereby creating a more flexible approach for developers to design their projects. For residential developers, the point system serves to incentivize higher capacity charging installations in common areas, thereby serving a greater number of vehicles in a more efficient manner. Another important component of the point system was to allow even greater flexibility for developers of low- and moderate-income housing, by including Level 1 charging infrastructure as an option for qualifying developments. Finally, the Companies suggested that the Level 2 charging station requirement amperage be established at 16 amps, which would help mitigate supporting infrastructure needs, such as conduit and transformer size, and manage other associated costs while providing about 12 miles of additional driving range for each hour charged.



In support of clean energy goals, both state and county policy mandate a transition away from imported fossil fuel in favor of alternative fuel, such as electricity, for ground transportation. All county Mayors have agreed to support a 100% clean transportation future, which implicates the need to begin providing charging infrastructure now to support future demand. Hawaiian Electric supports the growing need for EV charging infrastructure, and it is increasingly evident that new building developments built today without EV charging capability will likely require retrofitting in the future. Proactive planning, such as deploying EV charging capability today will help to mitigate and otherwise avoid increased future expenses. While, it is true that vehicle charging infrastructure increases costs for developers, retrofitting for the same needs can cost several times more in the future. In addition, leveraging common area charging at new residential developments allows such costs to be shared amongst tenants, as opposed to placing the burden upon individual tenants.

The fact is, EV readiness will become an expected part of modern housing and commercial development, in much the same way as electricity and indoor plumbing became an expected amenity in the past. Providing EV charging may present future financial opportunities, as building owners can choose how much they want to charge EV drivers for using their charging stations and can potentially generate revenue by charging for electricity or can offer free charging to attract new residents or customers. Including EV charging infrastructure will ultimately increase the value of a development over time and will show a commitment to future generations with clear foresight.<sup>1</sup>

EVs are coming fast, the U.S. electric vehicle market is accelerating rapidly with nearly ten years of year-over-year sales growth.<sup>2</sup> The projected need for more EV charging stations on Oahu is significant. Hawaiian Electric's backbone study forecasts that we will need seven-times more than the currently available EV infrastructure by 2030 to support the demand. Over the next five years, using the most conservative estimate from the same study shows that Oahu will need 10,500 electric vehicle charging ports in the public and private sphere to support the number of anticipated electric vehicles in 2025.

One of the easiest and least expensive ways to provide for this future need is to include them in new building construction. While some express concerns that housing and

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<sup>1</sup> According to the U.S. Green Building Council, projects can earn LEED certification points by adding EV charging stations.

<sup>2</sup> [https://www.eei.org/issuesandpolicy/electrictransportation/Documents/FINAL\\_EV\\_Sales\\_Update\\_April2019.pdf](https://www.eei.org/issuesandpolicy/electrictransportation/Documents/FINAL_EV_Sales_Update_April2019.pdf)

commercial spaces should not become the "gas station" for EV drivers, EVs function differently than a typical internal combustion ("gas") vehicle. Gas vehicles require fill ups that take several minutes, whereas EVs charge at a slower rate, therefore it makes sense to charge where people will be staying for longer periods, like their homes or work. EVs will require behavioral shifts from vehicle owners, energy providers, and facility owners. It will be beneficial for future homes and workplaces to be built with their customer's needs in mind.

Hawaiian Electric supports zero-emission vehicles such as electric vehicles and recognizes the importance and positive impact the City and County can play in demonstrating leadership in this important market. The Companies have developed an EV strategy that acknowledges the need for more public charging in order for this nascent technology to truly proliferate. In fact, Hawaiian Electric has undertaken several efforts to support the adoption of electric vehicles, such as the development of a growing DC Fast Charger network, with over 18 locations across the Companies' service territory.

Providing increased access to EV charging at workplaces, commercial locations and multi-family buildings are all key priorities identified in the Companies' Electrification of Transportation Strategic Roadmap. This bill will continue the tremendous progress that the state has made towards a cleaner and more sustainable transportation future.

Hawaiian Electric deeply acknowledges the economic impacts resulting from the COVID 19 pandemic and stresses the importance of safely approaching recovery efforts with compassion and care. It is with this spirit in mind, that Hawaiian Electric views the proposed updates to the energy code to be an important step towards fostering smart, future-driven, regulations that can help increase economic activity in the medium-term and increase economic self-sustainability by relying increasingly upon locally sourced clean electricity to power our economy into the future. Accordingly, Hawaiian Electric supports the passage of a Bill 25 (2019), CD1 and the proposed CD2 drafts that includes the concepts of PV readiness for single family homes and the proposed point system as it relates to electric vehicle charging infrastructure. Thank you for this opportunity to testify.



**TESTIMONY TO THE HONOLULU CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU HALE, COUNCIL CHAMBERS  
11:00 AM**

May 20, 2020

HONORABLE IKAICA ANDERSON, CHAIR & PRESIDING OFFICER, ANN H. KOBAYASHI, VICE CHAIR, AND MEMBERS OF THE COUNCIL:

RE: Bill No. 25 (2019) CD 2, Relating to the Adoption of the State Energy Conservation Code

My name is Dwight Mitsunaga, 2020 President of the Building Industry Association of Hawaii (BIA-Hawaii). Chartered in 1955, the Building Industry Association of Hawaii is a professional trade organization affiliated with the National Association of Home Builders, representing the building industry and its associates. BIA-Hawaii takes a leadership role in unifying and promoting the interests of the industry to enhance the quality of life for the people of Hawaii. Our members build the communities we all call home.

As the Council is aware, the current Covid-19 pandemic has wreaked havoc on Hawaii's economy. In less than a week, Hawaii went from the State with the lowest unemployment to the State with the highest unemployment. Many of Hawaii's families are struggling financially to make it through this pandemic and subsequent economic crisis. Families are prioritizing how their limited household incomes are being spent. Food, shelter for their families, health care all seem to rise to the top of the list.

BIA-Hawaii continues to have strong concerns on the impact of the proposed State Energy Conservation Code (SECC) on housing affordability in Hawaii. The current Covid-19 pandemic only makes this issue even more concerning, as the financial consequences of this bill are largely unknown when facing the devastation of our economy. Adopting a bill with unnecessary mandates for compliance with energy codes for not only new construction but renovation and remodeling, should not be the priority at this critical time.

Our concerns on this bill are well-documented. The SECC are not codes that deal with protection of public health and safety, and are only intended to save on energy consumption. While we support the need for energy conservation, there needs to be a common sense and economic assessment of the cost of compliance with these codes. Mandating compliance with these codes as is being proposed in Bill No. 25 would be irresponsible without recognizing the impact on housing affordability on Oahu, especially with the uncertainty that we now face.

All forms of construction, government, commercial and residential will provide policy makers with a way to stabilize the economy as we recover from the Covid-19 pandemic. As you all are well aware, Hawaii has the distinction of being one of the highest cost housing markets in the nation. Constricted supply and high demand have resulted in median prices of homes on Oahu topping out above \$830,000.00. Increasing the supply of housing at all price points, AND minimizing or eliminating increasing the cost of housing construction, which does not compromise public health or safety has been the focus of BIA Hawaii over the last few years.

The proposed CD 2 is a result of discussions and amendments made to the original bill based on meetings the Office of Climate Change, Sustainability and Resiliency had with stakeholders from the construction, environmental and public utility communities. While some agreements on language were made, the overall tenor of the bill remains the same. Further confusing the process is that the proposed amendments to the SECC involves the following:

- Review of the 2015 International Energy Conservation Code;
- The State's amendments to the 2015 International Energy Conservation Code which were adopted as the State Energy Conservation Code in March of 2017;
- The proposed amendments to the State Energy Conservation Code (March 2017) proposed by the State Building Code Council and the Department of Planning and Permitting as Bill No. 25.

The 2015 International Energy Conservation Code has two parts: commercial and residential. Our comments mainly pertain to the proposed amendments to the residential section of the code. Our concerns and proposed amendments to sections of the proposed code amendments are as follows:

**Mandate for Electric Vehicle Charging Capability:**

Bill 25, CD 2 proposed amendments to both the commercial and residential of the SECC by adding new sections as follows:

Page 9, (Section 20) CD 2, proposed amendments to the commercial section (EV charging language currently not in IECC or SECC):

New section--C406.8.1: Baseline percentage electric vehicle readiness compliance path.  
Newly-constructed parking stalls for newly-constructed residential multi-unit buildings that add eight or more new parking stalls must be electric vehicle charger-ready for at least 25 percent of the newly-added parking stalls. Newly-constructed parking stalls for newly-constructed commercial buildings that add 12 or more new parking stalls must be electric vehicle charger-ready for at least 25 percent of the newly-added parking stalls. As used in this section, "electric vehicle charger-ready" means that sufficient wire, conduit, electrical panel service capacity, overcurrent protection devices, and suitable termination points are provided to connect to a charging station capable of providing simultaneously an AC Level 2 charge per required parking stall. Charge method electrical ratings are provided in Table C406.8.1.

Exceptions:

1. For retail establishments, as defined in ROH Chapter 21, at least 20 percent of the newly-added parking stalls must be electric vehicle charger ready.
2. For affordable housing units offered for sale or rent to households earning more than 100 percent of the area median income for Honolulu, up to 140 percent of the area median income for Honolulu, at least 20 percent of the newly-added parking stalls must be electric vehicle charger ready.
3. For affordable housing units offered for sale or rent to households earning 100 percent or below of the area median income for Honolulu, at least 10 percent of the newly-added parking stalls must be electric vehicle charger ready, and these electric vehicle charger ready stalls must be located in accessible common area stalls; provided that this requirement will take effect four calendar years after the effective date of this ordinance.

Page 19, Section 36, Adding Subsection R404.3. Subsection R404.3 is added to read:

R404.3 Electric Vehicle Readiness. In addition to what is required by the Electrical Code, if a building permit application involves the installation of an electrical panel and parking area for a detached dwelling or duplex, a dedicated receptacle for an electric vehicle must be provided with a minimum AC Level 2 charge, as defined in this code.

**BIA Comments and Recommendations on this Section:**

It is important to understand that the commercial energy code would apply to vertical, multi-family, high-density developments with vertical parking structures, and the residential energy code would apply to horizontal, one- or two-story projects with open parking lots.

Affordable housing projects priced at 80% and below AMI are rentals requiring government financing. Affordable/workforce housing priced between 80% and 140% AMI usually are viable when there is a proper mixture of higher priced units to subsidize the cost of building the lower priced units. Adding cost for EV charging requirements would probably result in less units being constructed which, given our current housing crisis, would be counterproductive.

The proposed CD 2 have different requirements for EV charging stations for affordable housing projects that have market (> 140% AMI), workforce (100% to 140% AMI) and lower income (<100% AMI) priced housing units. For example, the State Hawaii Housing Finance and Development Corporation (HHFDC) would require 50% plus one of the units priced at 140% and below AMI. The other +/- 49% of the units are priced at market to subsidize the cost of construction of the lower end units. Applying the proposed requirements in Bill 25 to a sample 100 unit mixed income project would result in the following:

<b>Electric Vehicle Parking Requirements for 100 Unit Mixed Use Residential Project</b>				
<b>Versions of Bill No. 25</b>	<b>(50 Units @ &gt;140% AMI)</b>	<b>(30 Units @ 100% to 140% AMI)</b>	<b>(20 Units @ &lt;100% AMI)</b>	<b>Total Stalls EV Ready</b>
Bill No. 25	25% of Total Number of Parking Stalls			25
Bill No. 25 CD1	12.5 (25% @ >140%)	6 (20% @ up to 140%)		18.5
Bill No. 25 CD 2	12.5 (25% @ >140%)	6 (20% @ up to 140%)	2 (10% @ up to 100%)	20.5
BIA Proposed Revisions	12.5			12.5

Our proposed amendments would place the EV charging station requirements with the homeowners who are in the best financial situation to purchase and maintain an electric vehicle and will not place an undue financial burden on middle class working families and other families that require some type of government assistance to obtain housing.

Most affordable housing projects are multi-family. The proposed amendment requires 25% of multi-family at grade parking areas to be "electric vehicle ready". In addition to the cost of \$11,300 per EV ready stall, this amendment creates a host of other problems. Also, the 25% requirements would appear to be unreasonable considering the current Electric Vehicle ownership is less than 1% in the entire state (August 9, 2019 Star Advertiser). For multi-family projects, the infrastructure cost (i.e. trenching, conduits, and transformer upgrades) are significant and will be passed on to the homeowner in the cost of the unit.

Parking stalls are normally attached and conveyed with units. Which unit gets an EV ready stall? Buyers who want EV ready stalls may not get them and buyers who don't want them may have to pay a premium for equipment that they will not use. The stalls will pull power from the unit's panel, so it is permanently attached to the unit. It's already a struggle to meet the minimum parking requirements, so providing extra stalls is out of the question. EV ready stalls may be ganged in the center of the project, but that leads to other problems as they will have to be individually metered.

We strongly recommend that multi-family affordable housing projects be excluded from the “electric vehicle ready” requirements. As such we proposed the following amendment to these sections (in red):

Bill 25 Proposed Amendments CD 2, Page 9, (Section 20) C406.8.1 Baseline percentage electric vehicle readiness compliance path. Newly-constructed parking stalls for newly-constructed residential multi-unit buildings that add eight or more new parking stalls must be electric vehicle charger-ready for at least 25 percent of the newly-added parking stalls. Newly-constructed parking stalls for newly-constructed commercial buildings that add 12 or more new parking stalls must be electric vehicle charger-ready for at least 25 percent of the newly-added parking stalls. As used in this section, “electric vehicle charger-ready” means that sufficient wire, conduit, electrical panel service capacity, overcurrent protection devices, and suitable termination points are provided to connect to a charging station capable of providing simultaneously an AC Level 2 charge per required parking stall. Charge method electrical ratings are provided in Table C406.8.1. *Multi-family and workforce/affordable housing projects (i.e. those priced at 140% and below AMI) are exempt from this provision.*

Bill 25 Proposed Amendments CD 2, Page 19, Section 36, Adding Subsection R404.3. Subsection R404.3 is added to read:

R404.3 Electric Vehicle Readiness. In addition to what is required by the electrical code, if a building permit application involves the installation of an electrical panel and parking area for a detached dwelling or duplex, a dedicated receptacle for an electric vehicle must be provided with a minimum AC Level 2 charge, as defined in this code. *Multi-family and workforce/affordable housing projects (i.e. those priced at 140% and below AMI) are exempt from this provision.*

**BIA Comments and Recommendations on Residential Tropical Zone Code Mandatory Ceiling Fans:**

Bill 25 Proposed CD 2, Page 18, Section 34 Adding Subsection R403.6.2. Subsection R403.6.2 is added to read:

R403.6.2 Ceiling fans (Mandatory). A ceiling fan or whole house fan is provided for bedrooms and the largest space that is not used as a bedroom; provided that the whole house mechanical ventilation system complies with the efficacy requirements of Table R403.6.1.

Exception: For production home building, ceiling fan junction boxes must be provided for bedrooms and the largest interior space that is not used as a bedroom, and ceiling fan equipment must be provided as a buyer's option.

While we appreciate the exception for production builders, Oahu's housing market has a large component of renovation/remodeling/reconstruction of existing units. We would strongly suggest the Council adopt the language approved by the County of Kauai which removed the MANDATE and reads as follows:

“A ceiling fan or ceiling fan rough-in [is] or whole-house fan may be provided for bedrooms and the largest space that is not used as a bedroom.”

**Summary:**

All policy makers need to give pause to adopting new legislation/rules and view these initiatives in light of the new economic reality all families in Hawaii face. The City Council needs to recognize the impact this code will have on families already devastated by the Covid-19 economic crisis. Adding these unnecessary and costly requirements impacts housing affordability, and will prevent more and more Oahu residents from obtaining housing they can afford.

We understand and support the overarching goal of striving for energy self-sufficiency; however, the economic impacts of moving us in this direction must also be considered. The Council should balance the economic impacts of our move to energy self-sufficiency by shifting most of the costs to those who can afford it and lessening the economic burden on those who can least afford it.

We believe that our proposed amendments allow for the adoption of an energy code that recognizes the economic impacts of implementing this forward-looking legislation.

We support energy conservation and adoption of the Energy Conservation Code **provided** it includes our proposed amendments. We appreciate the opportunity to express our views regarding this matter.

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[info@biahawaii.org](mailto:info@biahawaii.org)



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**Michael Markrich**

President  
RENEW REBUILD HAWAII

May 19, 2020,

Aloha Members of the Honolulu City Council,

RENEW REBUILD HAWAII supports the efforts being made by Josh Stanbro and the City Resiliency Office, in regard to Bill 25, regarding the updating of the City Energy Code. Updating our code is an important step in meeting the demands of climate change through energy efficiency, that have been placed upon us during this difficult time.

However, the energy codes alone will not help us address the energy needs of the City and County of Honolulu. Hawaii electricity bills are the highest in the nation. During this health and financial crisis, leaders must commit to a recovery that benefits all people. We should focus on pathways that offer the resilience needed to recover and thrive.

Because of the manner in which solar energy subsidies were made, people in our poorest neighborhoods pay more than those in wealthy districts. Each year nearly 20,000 people in Honolulu are affected when their electricity is cut off for non-payment of bills. We must change the rules of the game to remove the structural barriers that cause poverty and despair.

We must invest in infrastructure to achieve prosperity for historically underserved and marginalized communities

Thank you for the opportunity to share our consideration in updating the energy code.

Mahalo

Michael Markrich



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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 3:54 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

**Name** Diana Bonsignore  
**Phone** 8086370418  
**Email** dbonsi44@gmail.com  
**Meeting Date** 05-20-2020  
**Council/PH Committee** Council  
**Agenda Item** Bill 25  
**Your position on the matter** Support  
**Representing Organization** Self  
**Do you wish to speak at the hearing?** No

**Written Testimony** I own an EV and live on the North Shore of Oahu. I consequently suffer from from a PTSD level of "range anxiety." Thank you for creating legislation that will allow everyone in Hawaii to easily charge electric vehicles wherever they live or work.

**Testimony Attachment**  
**Accept Terms and Agreement** 1

IP: 192.168.200.67

Honolulu City Council

Support for Bill 25, "Relating to the Adoption of the State Energy Conservation Code"

May 20, 2020, 11:00 AM hearing

Aloha Chair Anderson and members of the Council,

I am Charles Cox and I am testifying as a resident of Honolulu. I strongly support Bill 25, "Relating to the Adoption of the State Energy Conservation Code." This bill is a good step in the right direction and I believe we cannot afford to delay this any longer than the year already wasted. Yes, we need this now even though the current version has been watered down from what could be a much stronger bill.

The bill includes important considerations that will help allow residents and workers live and work comfortably. I think we would be foolish to think we could have a comfortable future without this bill and the efficiencies which will result. If we expect to afford a cool environment, electricity, hot water, and private transportation then we need this bill.

I believe we must make it as easy as possible to use electric vehicles (EV) in order to reduce carbon dioxide emissions enough to meet the limits required by Hawaii Act 32 of 2017 (SB559 CD1). This bill requires the installation of wiring and some other infrastructure during initial construction, which will easily accommodate the future addition of EV chargers for EVs. This up-front installation will avoid extremely expensive retrofits later on.

The ownership of electric cars will skyrocket, if the potential owners can find stalls in which to charge them. Without providing enough future level 2 charging stalls, it will be impossible to meet the demand.

I recently had to buy a new car and I really wanted an electric car, but I decided against this because I did not know if I would continue living in a home that allowed me to charge it. Likewise, I know many people who have made this hard choice not to buy an electric car because they were stuck in condominiums that did not have available parking stalls with chargers.

Requirements in the Bill will also ensure that water heating takes advantage of renewable energy.

I am very grateful that the Office of Climate Change, Sustainability and Resiliency (CCSR) went to great lengths to engage a wide array of stakeholders with differing views so as to help produce a previous version of the Bill by Councilmember Elefante. One of the many adjustments to this version of the bill resulted by yielding to affordable housing concerns. Considerations like this are important, but in the long-run affordable housing may become less affordable if residents of affordable housing cannot take advantage of electric cars. The current version of the Bill being considered today makes the situation worse than the previously proposed version of the Bill (CD2, FD1 by Elefante), not better, by further reducing the minimum required EV charger-ready stalls for "affordable housing". In fact, as I understand it, contractors will not be required to construct any EV charger-ready stalls for new homes designed for families whose income is less than the median income. I think this is socially unjust.

The Bill includes a point system which encourages contractors to wire for more powerful EV chargers. There are definite advantages to these more powerful charges, but there are two serious problems. First, some of the chargers are overkill for residents who will typically leave their vehicles to charge

overnight and will not benefit from very fast charging. Second, by using extra points earned by designing for the more-powerful-than-needed systems, contractors may avoid installing enough EV charger-ready stalls to meet the demand

The relatively inexpensive upfront investment during construction will minimize long-term energy costs for homeowners and renters alike, leading to lower overall costs to reduce greenhouse gas emissions.

As a member of the Citizens' Climate Lobby, I believe that Honolulu and the rest of the world cannot let climate change proceed unchecked. As such the United States needs to employ economic incentives to encourage households and businesses to reduce their emissions of greenhouse gases. These incentives will make it increasingly more expensive to drive vehicles which use fossil fuels. I am especially hopeful the proposed Federal Energy Innovation and Carbon Dividend Act, which places a fee on emissions of carbon dioxide and refunds these fees to citizens, will become law. This act or a similar law such as Hawaii Senate Bill 3150 will, for good reasons, increase the cost of using fossil fuels. Therefore, to help Honolulu homeowners and renters avoid these higher energy costs, we need to provide carbon-free or low carbon options with the lowest cost possible. Bill 25 will do just that by significantly lowering the costs of switching to electric vehicles and solar hot water heating.

Our climate is rapidly becoming more unlivable and we cannot keep pretending, like we did for COVID-19, that it won't hurt us. Please help make it relatively easy for homeowners and renters to mitigate for the changing climate by passing the Bill, or better yet, a more stringent, not-less stringent version of the Bill. Measures in this Bill are necessary for Honolulu to realize a sustainable future in our changing world.

Thank you,

Charles E. Cox

Manoa

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 4:59 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name Kelsey Nichols  
Phone 8089276681  
Email kelseyn@hawaii.edu  
Meeting Date 05-20-2020  
Council/PH Committee Council  
Agenda Item Bill 25 (2019), CD2, Proposed FD1  
Your position on the matter Comment  
Representing Self  
Organization  
Do you wish to speak at the hearing? No

Written  
Testimony

Bill 25 will drastically improve O'ahu's energy code, resulting in 33-65% energy savings for local residents on utility bills in newly built homes and cutting carbon pollution at the same time. Bill 25 will ensure that many of our newly-constructed buildings will be "future-proofed" for climate-friendly, inexpensive-to-operate electric vehicles (EVs). However, while opponents of the bill have argued it will make construction prohibitively expensive, the Natural Resources Defense Council estimates that developers will actually only spend from \$750 to \$3,200 more to include energy efficiency. That's less than half a percent of a new home price — and with 50% monthly energy savings on bills, it doesn't take long for homeowners and renters to recoup all that and more. A November poll showed that 82% of Oahu voters consider climate change to be a "very serious" problem or "somewhat serious," and are willing to act to combat it, both individually and collectively. According to the poll, of those surveyed. This bill is a step in the right direction but the Council has failed in its duty to listen to the people and mitigate against the consequences of climate change. Instead of listening to the majority of people, instead of thinking of the children growing up right now and generations thereafter that will have to face the effects of climate change more directly, instead of listening to any moral obligation, the Council bowed to the will of lobbyists wanting to secure their ephemeral interests knowing full well they are sabotaging the future. This is the legacy of the Council. Do better.

Testimony  
Attachment

Accept Terms and Agreement 1

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**From:** CLK Council Info  
**Sent:** Tuesday, May 19, 2020 5:00 PM  
**Subject:** Council/Public Hearing Speaker Registration/Testimony

## Speaker Registration/Testimony

Name Nanea Lo  
Phone 8084543504  
Email naneaclo@gmail.com  
Meeting Date 05-20-2020  
Council/PH Committee Council  
Agenda Item Bill 25 (2019), CD2, Proposed FD1  
Your position on the matter Support  
Representing Self  
Organization  
Do you wish to speak at the hearing? No

Hello,

My name is Nanea Lo and I am a lifelong resident of Hawai'i on the island of O'ahu. I support Bill 25 with Reso-20-119.

Written Testimony Even though there still needs to be improvements on this bill it helps to ensure a better future for Honolulu and its current and future residents by making new homes and infrastructure cleaner, healthier, and more affordable to operate that is important to me.

Please support this bill.

me ke aloha 'āina,  
Nanea Lo

Testimony  
Attachment  
Accept Terms and Agreement

1

IP: 192.168.200.67



DEVELOPMENT  
FINANCE  
MANAGEMENT  
CONSTRUCTION

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Testimony of The Michaels Organization | Michaels Development - Hawai'i Region  
RELATING TO BILL 25 (2019)  
CD2, Proposed FD1 Submitted by Councilmember Menor (OCS2020-0468/5/13/2020 3:47 PM)

Special Meeting, City Council Chamber, 29th Session  
Wednesday, May 20, 2020 at 11:00 a.m.

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Chair and Presiding Officer, Ikaika Anderson; Vice Chair, Ann H. Kobayashi;  
Floor Leader, Carol Fukunaga; Councilmembers, Brandon J. C. Elefante; Joey Manahan; Ron Menor;  
Kymerly Marcos Pine; Heidi Tsuneyoshi; Tommy Waters

I would like to start this testimony with an acknowledgement of the exceptional effort by the Office of Climate Change, Sustainability and Resiliency (OCCSR) to identify and acknowledge the concerns of the affordable housing industry, particularly as related to impacts of electric vehicle readiness obligations.

Michaels Development - Hawai'i Region is in **support** of the following sections and exceptions per CD2, Proposed FD1 Submitted by Councilmember Menor:

**C406.8.1 Baseline percentage electric vehicle readiness compliance path.**

Exceptions:

3. For affordable housing units offered for sale or rent to households earning 100 percent or below of the area median income for Honolulu, none of the total number of newly-added parking stalls that would otherwise be required to be electric vehicle charger ready to comply with the baseline requirements under this subsection will be required.

**C406.8.2 Points-based electric vehicle readiness compliance path.**

Exceptions:

3. For affordable housing units offered for sale or rent to households earning 100 percent or below of the area median income for Honolulu, none of the total number of points that would otherwise be required to comply with the points-based requirements under this subsection will be required.

Thank you for the opportunity to provide comments on BILL 25 (2019) C406.8.1 and C406.8.2.

Karen Seddon, Regional Vice President  
Michaels Development

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# Hawai'i Construction Alliance

P.O. Box 179441  
Honolulu, HI 96817  
(808) 220-8892

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May 20, 2020

The Honorable Ikaika Anderson, Chair  
The Honorable Ann Kobayashi, Vice Chair  
and Members  
Honolulu City Council  
530 South King Street  
Honolulu, Hawai'i 96813

**RE: Reservations about BILL 25 (2019) CD2– RELATING TO THE ADOPTION OF THE  
STATE ENERGY CONSERVATION CODE**

Dear Chair Anderson, Vice Chair Kobayashi, and members:

The Hawai'i Construction Alliance is comprised of the Hawai'i Regional Council of Carpenters; the Operative Plasterers' and Cement Masons' Union, Local 630; International Union of Bricklayers & Allied Craftworkers, Local 1; the Laborers' International Union of North America, Local 368; and the Operating Engineers, Local Union No. 3. Together, the member unions of the Hawai'i Construction Alliance represent 15,000 working men and women in the basic crafts of Hawai'i's construction industry.

We write to your committee about our deep concerns regarding electrical vehicle infrastructure requirements within Bill 25 that we feel would adversely affect construction of housing in Honolulu.

We understand that some residents of the City and County of Honolulu may one day desire to buy/rent a home with electrical vehicle charging capacity.

However, that day is not in the foreseeable future, with Hawaii suffering from the highest unemployment rate in the United States.

The idea that Honolulu residents are waiting to purchase a home with electrical vehicle charging capability is disconnected with the reality that is playing out in a post-COVID19 world.

Hundreds of thousands of residents are without jobs, the lines of people waiting for free food are stretching for miles, and we are about experience a "surge" in homeless families.

None of these people are worried about purchasing their next electric vehicle, or are worried about greenhouse gas emissions, they are worried about getting evicted and whether-or-not they have enough savings to keep their family from going hungry.

Therefore, we request the council pass Bill 25, while exempting all development from electrical vehicle infrastructure charging requirements, until the current economic crisis has been cured.

Mahalo,

A handwritten signature in black ink, appearing to read "Nathaniel Kinney". The signature is fluid and cursive, with a large, stylized "K" at the end.

Nathaniel Kinney  
Executive Director  
Hawai'i Construction Alliance  
[execdir@hawaiiconstructionalliance.org](mailto:execdir@hawaiiconstructionalliance.org)



Testimony of  
Pacific Resource Partnership

City & County of Honolulu  
City Council  
Councilmember Ikaika Anderson, Chair  
Councilmember Ann H. Kobayashi, Vice Chair

Bill 25 (2019) CD2 Relating to Adoption of the State Energy Conservation Code

Wednesday, May 20, 2020  
11:00 A.M.  
Special Meeting  
City Council Chamber

Aloha Chair Anderson, Vice Chair Kobayashi, and Members of the Council:

Pacific Resource Partnership (PRP) remains steadfast in its support of reasoned clean energy policies balanced against cost of living factors that directly impact the day-to-day lives of Oahu's residents.

We are pleased to see that meaningful discussions and good faith negotiations over the last several weeks between environmental stakeholders and housing advocates have led to an agreement that strikes a balance between sustainability and much needed housing. While PRP supports continued discussions aimed at balancing the energy policies against housing costs, especially in light of the economic impacts of COVID-19, and would support continued discussions, we appreciate Councilmember Menor's Proposed FD1 and the Council's willingness to rethink what policies are necessary in light of Hawaii's growing ALICE population.

Given the above, PRP respectfully recommends that this Council adopt the Proposed FD1 submitted by Councilmember Menor (OCS2020-0468/5/13/2020 3:47 PM).

Thank you for this opportunity to submit written testimony.

